The Hong Kong Daily Press.

No. 5005 第五千零五號 同治癸酉年十月初八日 HONGKONG, THURSDAY, 27TH NOVEMBER, 1873. 禮拜四 英十一月二十七號 香港 [PRICE $2½ PER MONTH.

Arrivals.

Nov. 25, NORNA, Brit. str., 606, Koch, Swatow 24th November, General.—KWOK-ACHEONG.
Nov. 26, CHINA, Ger. str., 642, Hennings, Canton Nov. 25th, General.—SIEMSSEN & Co.
Nov. 26, LAP-TEK, Brit. str., 462, Thebaud, Manila 22nd Nov., General.—E. J. SAGE.
Nov. 26, ALTONA, British str., 1,179, Hore, Saigon 19th Nov., General.—WM. PUSTAU & Co.
Nov. 26, DOUGLAS, British str., 864, Burnie, Foochow 23rd Nov., Amoy 24th, and Swatow 25th, General.—D. LAPRAIK & Co.
Nov. 26, CARNARVONSHIRE, British bk., 388, Williams, Whampoa 24th Nov.—GILMAN & Co.
Nov. 26, ROWENA, Brit. bg., 193, Bowden, Newchwang 11th Nov., Beans.—D. SASSOON, SONS & Co.
Nov. 26, NIZAM, British str., 1,772, Barlow, Bombay 4th Nov., Galle 10th, Penang 5th, and Singapore 18th, General.—P. & O. Co.

Departures.

Nov. 26, HAILOONG, str., for East Coast and Takao.
Nov. 26, STAR OF THE SOUTH for Cebu.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 26TH.

Yotung, str., for Swatow.
St. Bryecdale, for Iloilo.
Cingalee, for San Francisco.
Tartar, str., for Shanghai.
Vesta, for Whampoa.

Passengers.

Per *Douglas*, str., from East Coast.—
Mrs. Bielfield and family, Capt. Hernsbeim, Messrs. Laidlaw, Ladthrope, Head, Henderson, Vaucher, and Moon, and 136 Chinese.

Per *Altona*, str., from Saigon,—
240 Chinese.

Per *Lap Tek*, str., from Manila,—
Messrs. Ullman, Jose Elias, B. Salvidea, J. Moleanpo, E. Ventura, B. Cuaco, and Zanruta, and 14 Europeans and 280 Chinese deck.

Per *Norna*, str., from Swatow,—
62 Chinese.

Per *Nizam*, str., from Singapore, &c.,—
For Hongkong.
Mrs. and Miss Mitchell, Mr. Danby, Revs. F. Fernandes and G. Gonzalez.
For Yokohama.
Mr. and Mrs. Martin and family, Mr. and Mrs. Newcombe, Mr. and Mrs. Fitzgerald, Mr. and Mrs. Penney, Mrs. Davis, infant and servant, and Miss Sutherland, Messrs. Sherrington, Pole, T. Mahida, A. Mahida, Hori Sawada, A. Fitzgerald, and Mr. Ararandino.

The following passengers proceed by the P. & O. Co.'s steamship *Travancore*, to-day, at noon:—
For Singapore.—Mr. A. Mollmann. For Sydney.—Mrs. Harrington. For Aden.—Five Chinese. For Alexandria.—Mr. Robert Sedgwick. For Venice.—Dr. Barton, Signora Vucetich, Damioli, Marthuetti, Boffi, Arienti, Arcellazi, Biffi, Pini, Consonno, Mazzochi, Radielli, and Maltecca. For Brindisi.—Signors Sala and Ghiraldotti, Messrs. W. Laidlaw and C. A. Rees. For Southampton.—Messrs. Ward Braham, and B. Esson, and four Naval invalids.

Reports.

The British steamer *Altona* reports left Singapore on the 12th November, arrived at Saigon on 16th, and left on 19th; had strong monsoon throughout.

The British steamer *Lap-Tek* reports left Manila at 6 p.m. on 22nd Nov.; had moderate monsoon and fine weather until 24th, afterwards strong monsoon with high sea and dull, cloudy weather.

The British steamer *Norna* reports left Swatow on 24th November, had moderate N.E. winds and fine throughout; passed the steamship *Kwangtung* on the night of the 24th, between Breaker and Cupchi Points. In Swatow, were steamers *Kiushu* and *Penang*.

The British brig *Rowena*, from Newchwang, reports had strong winds first part of passage from North and N.N.E.; on November 19th, experienced heavy thunder and lightning; caught the N.E. monsoon in 29.00 N., which were strong but heavy throughout; passed a barque bound North, off Tung-ting Island, hove-to off Single Island at 8 p.m. on the 25th.

The British steamer *Douglas* left reports Foochow on 23rd Nov., Amoy on 24th, and Swatow on the 25th; had moderate monsoon and fine weather throughout; left N. G. steamer *Olympia* in Foochow; passed a steamer bound N. off Reef Islands, and steamer *Fei-ho* at anchor under Ockseu on night of 23rd; left S.S. *Ocean Queen* in Amoy; steamer *Thales* left Amoy for Shanghai on 24th; left steamers *Kwangtung*, *Kiu Shu* and *Penang* in Swatow.

The British steamer *Nizam* reports left Bombay on the 4th November, Galle 10th, Penang 15th, and Singapore 18th, had moderate head winds to Penang, and much rain and squally weather to Singapore. In the China Sea, heavy squally weather, and strong N.E. monsoon from the Anandos to the Scarborough Shoal; 200 miles W.S.W. of North Danger Reef, exchanged colours with a French barque, painted white, bound to the North.

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods, &c.

LANE, CRAWFORD & Co.,
At 2 P.M.,
Household Furniture, &c.

NOTICE.

OWNERS of Property in Hongkong requiring Tenants, are invited to place the same on Registry of

HOUSES, &c., TO LET,

kept by the undersigned.
Those seeking Houses, are invited to inspect the Register, thereby saving time and trouble. A moderate commission charged.
BARRINGTON & ALGAR,
HOUSE AGENTS, &c.,
9, Hollywood Road, Hongkong.
tf 1624 Hongkong, 2nd October, 1873.

BROWN, JONES & CO.,
UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.
Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY.

THE Undersigned have been appointed Agents at Amoy for the above Company, and are prepared to accept risks by first-class steamers and sailing vessels.
DODD & Co.
3m 1897 Amoy, 14th November, 1873.

Banks.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.

London Office.........3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*

AUTHORIZED
CAPITAL STOCK..........$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
R. G. SNEATH, IGN. STEINHART, } *Managers.*
1y 1887]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.........1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
Ad. André, Esq. | Wm. Lemann, Esq.
R. R. Belilios, Esq. | Thos. Pyke, Esq.
A. F. Heard, Esq. | Hon. R. Rowett.
A. Joost, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 22nd October, 1873.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	£ Sterling.
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed
On current deposit accounts at the rate of 2 °/. per annum on the monthly minimum balances; 2½ °/. subject to 15 days' notice of withdrawal; and 3 °/. subject to one month's notice.
On Fixed Deposits:
For 3 months 3 °/. per annum.
„ 6 „ 4 °/. „
„ 12 „ 5 °/. „
A. PHILIPPE,
Acting Manager.
Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

ON and after this date, a brokerage of Thirty-three and one-third per cent. (33⅓°/.) will be allowed on ALL INSURANCES granted by this Agency.
WM. PUSTAU & Co.,
Agents.
tf 1861 Hongkong, 13th November, 1873.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, (LIMITED.)

NOTICE.

ON and after the present date, a rebate of Thirty-three and one-third per cent. (33⅓ °/.) will be allowed on *all insurances* granted by this Company.
By order of the Consulting Committee,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1805 Hongkong, 1st November, 1873.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given, that on and after SATURDAY, the 1st proximo, a Brokerage of 33⅓ °/. (Thirty-three and one-third per cent.) upon the Premia ON ALL INSURANCES, in lieu of 10 °/. heretofore allowed, will be granted to insurers in the above-named Company.
OLYPHANT & Co.,
General Agents.
tf 1786 Hongkong, 29th October, 1873.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after SATURDAY, the 1st November, a Brokerage of Thirty-three and one-third per cent. (33⅓ °/.) will be allowed on *all insurances* granted by this Association.
RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 30th October, 1873.

NORTH GERMAN FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this port, are prepared to grant Polices against Fire to the extent of $45,000, on Buildings, or on Goods stored therein, subject to a bonus of 20 per cent.
MELCHERS & Co.
3m 1618 Hongkong, 1st October, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

THE QUEEN INSURANCE COMPANY.

CAPITAL.—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.
EDWARD NORTON & Co.
tf 241 Hongkong, 22nd January, 1870.

Intimations.

CHRISTMAS PRESENTS.

ROSE & CO.

ARE now showing their CHRISTMAS GOODS, selected with great care from the English and French Markets, consisting of:—

BRONZE FIGURES.
VASES and FLOWER STANDS, in Cut and Frosted Glass, and
Tazza Painted PORCELAIN.
FISH BOWLS.
DRESDEN CHINA.
WINE COOLERS.
TANKARDS, with ICE POCKETS.
Handsome CENTRE DISHES.
FLOWER HOLDERS, Plain, Gilt, and Painted.
ICE PAILS and BISCUIT BOXES, in Frosted Glass and Electro-Plate.
TOILET SETS and CASKETS.
A specially selected assortment of Ladies' and Gentlemen's
DRESSING CASES.
FITTED TRAVELLING BAGS, Silver mounted.
DESPATCH BOXES.
WRITING DESKS.
JEWEL CASES.
INKSTANDS and BLOTTERS, in
RUSSIA LEATHER,
MOROCCO do.
INLAID PEARL,
POLISHED OAK,
PAPER MACHE.

REAL WHITBY JET ORNAMENTS, in BROOCHES, EARRINGS, and BRACELETS.

ILLUSTRATED BOOKS, (Poets.)

CHRISTMAS GAMES.
CROQUET, with Garden SEAT, (Patent.)
TIVOLI BOARDS.
LOTTO.
PARLOUR CROQUET.
LAWN BILLIARDS.
CRICKET BATS, best makers.
BALLS, (play and practice.)
STUMPS, (Iron shod.)
BOWS, ARROWS, and TARGETS.
AUNT SALLY.
And,
A large variety of TOYS.

A Choice Assortment of FANCY WORK, in
BERLIN,
MEDÆVAL,
STRASBORG,
CLOTH and LACET,
SMOKING CAPS, TOBACCO POUCHES, FANCY BRAIDS, &c.

The MILLINERY, just now opening, direct from the first Paris Houses, will compare favourably both in style and price with any as yet shown in Hongkong.
LACE GOODS.
TRIMMING and DRESS VELVET, in all shades.
BLACK and COLORED MOIRE ANTIQUE.
COLORED SILKS, Choice Shades for Evening Wear.
WINTER WRAPS and SCOTCH PLAIDS.
CLAN SHAWLS.
WATERPROOF CLOAKS.
OPERA CLOAKS.
JACKETS.
ROMAN and BROCHE SASHES.
SPANISH COMBS.
REAL HAIR, in CHIGNONS and PLAITS.
HENDRIE'S BEST PERFUMERY.

LADIES' BOOTS and SHOES, in
KID, White, Colored, and Black SATIN.
GENTLEMEN'S DRESS BOOTS and SHOES.
SHIRTS, TIES, COLLARS, and GLOVES.

WELLINGTON STREET,
OPPOSITE ROMAN CATHOLIC CATHEDRAL.
141 1921 Hongkong, 26th November, 1873.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15°/. for shareholders on Capital, and thereafter distribute among Policy-holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA:

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.
The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of
SIEMSSEN & Co.,
Agents.
tf 40 Hongkong 16th October, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY,
the 27th November, 1873, at noon, at his Sales Rooms, Queen's Road,—
4 Cases Cavite CIGARS of 1870.
Barrels BEEF.
Barrels PORK.
Cases CHAMPAGNE.
Cases CANDLES.
PURSES.
Clothes HOOKS.
White BUTTONS.
Black SILK and White TIES, WOOL SCARFS and JACKETS.
White FLANNEL, CASHMERE, WITNEYS, BUCKSKINS, Cotton HOSE, &c.
An Invoice of Kerosine LAMPS.
An Invoice of Suits of CLOTHING.
An Invoice of Liqueur SETS, TOYS, Fancy and Porcelain ORNAMENTS.
And,
(For account of the concerned,)
Guinness' STOUT, bottled by E. & J. Burke, in pints and quarts.
Also,
2 Large WARDROBES.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1920 Hongkong, 26th November, 1873.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction,
THIS DAY,
the 27th November, 1873, at 2 o'clock P.M., at the Residence of
E. G. P. MAYERS, Esq.,
No. 12, Seymour Terrace,—
The whole of his HOUSEHOLD FURNITURE, comprising COVERED CHAIRS, COUCHES, Card and Side TABLES, PICTURES, MIRRORS, CURTAINS, Dining TABLE, SIDEBOARD, ELECTRO-PLATED, GLASS, and CROCKERY WARE, WARDROBES, Wood and Iron BEDSTEADS, Toilet GLASSES, WASHSTANDS and SERVICES, Toilet TABLES.
FLOWER POTS.
SEDAN CHAIRS.
&c., &c., &c.
Catalogues will be issued prior to the Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1885 Hongkong, 19th November, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Queen's Road,
TO-MORROW,
the 28th November, 1873, at noon,—
An Assortment of Marble Mounted CLOCKS, Flower VASES, Toilet SETS, Silvered CANDLESTICKS, PORTMANTEAUS, Hearth RUGS, TOYS, Copying PRESSES, GIN, CLARET, &c.
Also,
50 Chests CONGOU TEA.
5 Hhds. PALE ALE.
An Invoice of 10 and 12 Ribbed Silk UMBRELLAS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1926 Hongkong, 27th November, 1873.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on
SATURDAY,
the 29th November, 1873, at 2 o'clock P.M., at the Residence of
G. L. PIRKIS, Esq.,
Brook Cottage, corner of Elgin Street,—
The whole of his HOUSEHOLD FURNITURE, comprising Covered COUCHES, CHAIRS, PIANO, LAMPS, ENGRAVINGS and OIL PAINTINGS, Handsomely Carved Marble-top TABLES, Card and Side TABLES, CARPETS, FENDERS and Fire IRONS, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, Marble-top SIDEBOARD, WHATNOTS, CLOCKS, BEDSTEADS, WARDROBES, Toilet GLASSES, Dressing TABLES, &c.
Also,
A VERY CHOICE COLLECTION OF PEKIN PORCELAIN WARE, HANDSOMELY PAINTED.
And,
FLOWER POTS, with PLANTS.
&c., &c., &c.
Catalogues will be issued prior to the Sale.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1911 Hongkong, 24th November, 1873.

In the Estate of Messrs. TEXTOR & Co.

MESSRS. BOURNE & Co. have received instructions from E. HAGENS, Esq., Liquidator of the said Estate, under orders from the German Consul, to sell by public Auction, at their Rooms, No. 70, Main St., Yokohama, on
TUESDAY,
the 16th December, 1873, at 10 o'clock A.M., the following desirable PROPERTIES—
Lot No. 29, containing 405 Tsuboes as per Title Deed, with Two-storied Substantial DWELLING HOUSE, one Two-storied SILK GODOWN, Two other GODOWNS, OUT-HOUSES, Double-storied OFFICES, &c., &c.
Lot No. 46, containing 170 Tsuboes as per Title Deed, with a large STONE GODOWN, PRESS HOUSE, with a Superior COTTON PRESS, and Watchman's HOUSE.
Lot No. 158, containing 517 Tsuboes as per Title Deed, with Two-storied HOUSE and GODOWN, let at 365 per month up to October, 1874, with the option of renewal for a further term of 3 years. The ICE HOUSE erected on the lot is the Property of the present Lessee.
Lot No. 159A, containing 160 Tsuboes as per Title Deed, with Two-storied DWELLING HOUSE, OUT-HOUSES, STABLES, and GODOWN.
1886

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions, to offer for Public Competition, at an early date (if not previously disposed of) at their *Sales Room*, Kiangse Road,—
THE BRITISH PADDLE STEAMER
"NANZING,"
as she now lies in the Hwangpoo.
The *"NANZING"* is an Iron Steamer, heavily plated, built on the Clyde, by Messrs. TOD & MCGREGOR, in 1862.
Length..................210 feet.
Breadth..................27.6.
Tonnage..................620 86/100.
Her Engines, by the same builders, are oscillating, and 200 H.P. nominal.
She is expressly fitted and well adapted for the coasting trade, has ample accommodation for passengers, and is well and favourably known as a comfortable sea-boat.
She is well found in Ground Tackle, Deck, and Engine-Room Departments, requiring only Coal to proceed to sea.
TERMS OF SALE.—One-third cash or approved Bank Cheque on fall of the hammer; balance, on transfer, within three days. Expense of transfer to be borne by the purchaser.
The Vessel will be sold with all faults and errors of description, as she lays, and will be at the risk of the purchaser on the the fall of the hammer.
For Inventory, cards to view, and any further particulars, apply to
LANE, CRAWFORD & Co.,
Auctioneers.
1096 SHANGHAI.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
TO-MORROW,
the 28th day of November, 1873, at noon, on board,—
THE SPANISH BARQUE
"MARIA,"
late *Ysabelita*, 450 tons, or thereabouts, as she now lies in this Harbour.
The Hull, Lower Masts, Bowsprit, one Anchor and Chain, will be sold in one lot.
Sails, Spare Spars, Rigging, Spare Anchors and Chains, Stores, Furniture, &c., in separate lots.
For further particulars, apply to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer.
The vessel and all lots to be at the Purchasers' risk on the fall of the hammer.
Expenses of transfer to be paid by the Purchaser.
J. M. ARMSTRONG,
Auctioneer.
1904 Hongkong, 22nd November, 1873.

PUBLIC AUCTION.

In the matter of THE HONGKONG DISTILLERY COMPANY, LIMITED, IN LIQUIDATION.

MESSRS. LANE, CRAWFORD & Co. have been instructed by the Official Liquidators, to offer for sale by Public Auction, unless previously disposed of by private contract, or withdrawn in whole or part, on
THURSDAY,
the 4th December, 1873, at noon, *upon the Premises*, instead of the time previously notified,—
All the LEASEHOLD and other PROPERTY of the above Company, in Lots or in Parcels:—

LOT 1.

INLAND LOTS Nos. 749, 781, and 782, situate at East Point, fronting on Causeway Bay, containing in all Forty-nine thousand five hundred and thirty square-feet, or thereabouts, held under Crown Lease for 999 years, at the aggregate Crown Rent of $762.62 per annum, with the Messuage and Buildings erected thereon, consisting of One STILL HOUSE, 47 feet by 36 feet on ground floor, and 40 feet in height; Three FERMENTING HOUSES, 100 by 37 by 21; 66 by 24 by 21; 100 by 40 by 21; One BOTTLING ROOM and OFFICE, 100 by 32 by 21; One BOILER SHED, 47 by 46 by 13; One Block SERVANTS' QUARTERS, 64 by 15 by 13; One Detached CHIMNEY, 80 feet in height; Two Tiled WATER TANKS, 29 by 7.6 by 6.3, and 26 by 12 by 7.6; One Tiled MIXING TANK, 24 by 12 by 5; One IRON MOLASSES TANK, under Office, capacity 20,000 gallons. DISTILLING PLANT. One COFFEY'S STILL, by Pontifex & Wood, London, with all Pipes, Connections, and Adjuncts, complete, capacity 2,000 gallons of Wash per hour, or 1,800 proof gallons of Spirit in 24 hours; One large Copper FRENCH STILL, complete, capacity 1,000 gallons Proof Spirit per day. One EGROT'S PATENT STILL, Copper, 400 gallons per day, One DEROSNE'S DISTILLING APPARATUS, Copper, double pan, 300 gallons per day, One Copper LIQUEUR STILL, 200 gallons per day. One large GERMAN STILL, capacity unknown, as it has never been worked. One small TESTING STILL, Copper, 50 gallons per day (day meaning 24 hours.) All these Stills are fitted with Cocks, Pipes, Condensers, &c., complete. They are fitted at present for working by Steam, but with the exception of the Coffey's Still, can be worked over naked fires. Six STEAM PUMPS, one large mixing, 6 in. diameter, 16 in. stroke; Two WASH PUMPS, 5 in. diameter and 10 in. stroke, and 4 in. diameter and 7 in. stroke; One WATER PUMP, 3½ in. diameter, 12 in. stroke, (all the above double acting); One FEINTS' PUMP, 4 in. diameter, 5 in. stroke; One small FEED PUMP. Two SHIP'S PORTABLE HAND PUMPS and HOSE. Two SPIRIT RECEIVERS, 8 ft. by 13 by 5. One FEINTS' RECEIVER, 8 ft. by 3.6 by 5. One Iron WATER TANK, 17 ft. by 9 by 3.6. One STEAM RECEIVER, with Reducing Valve, &c. Two BOILERS, one new, 20 by 6, the other 2 years old, 18 by 5.6, with Feeder, Steam Pipes, Valves, &c., thoroughly complete. Twelve LARGE and One hundred and six SMALL FERMENTING BACKS, capacity of former 180,000 gallons, of latter 90,000, with Connections, &c., all in good order, and ready for use. Also, FORGE, VICE, Blacksmith's and Tinsmith's TOOLS, HOISTING APPARATUS, SPARE PIPING (1½, 2, 3, and 4 inch.,) BENDS, TEES, and THIMBLES to match, Brass 3 way Plug COCKS, 150 2 in. Brass BEER TAPS, never used, &c. Also, OFFICE FURNITURE, DESKS, Fireproof SAFE, &c.

LOT 2.

All the MATERIALS and UTENSILS used in the Bottling and Compound Room, consisting of Copper Mixing CANS, Pulping MACHINE and Screw PRESS, SCALES and WEIGHTS, PESTLES and MORTARS, Spice MILLS, Copper MEASURES (Gallon and Litre), FUNNELS, DIPPERS, STRAINERS, STENCILS, HYDROMETERS, SACCHAROMETERS, Copper SYPHON and PUMP, Sampling GLASSES, Racking and Bottling TAPS, &c., &c., &c.

LOT 3.

All CASKS (consisting of Puncheons, Hogsheads, Barrels, Quarter Casks, Octaves, and Kegs,) Molasses TUBS, Cooper's TOOLS, GRINDSTONES, Branding IRONS, Press HOOPS and COOPERAGE. BOTTLES, (consisting of Magnums, Quarts, Pints, ½ Pints, and ¼ Pints,) Filtering FUNNELS and Filtering CLOTH and PAPER, Pint and Quart CORKS, CAPSULES and LABELS of every description. Six Syphon BOTTLING MACHINE, BOTTLE WASHING APPARATUS, CORKING and CAPSULING MACHINES.
Also, the entire STOCK of LIQUORS on hand, consisting of SPIRIT, RUM, GIN, BRANDY, OLD TOM, LIQUEURS, BITTERS, SYRUPS, CORDIALS, PERFUMES, &c., &c., together with the Parcels of SEEDS, ROOTS, BERRIES, HERBS, SPICES, ALKALIES, ESSENCES, Distilled WATERS, Essential OILS, COLORS, &c. Also, all CONTRACTS, Trade FIXTURES, and GOODWILL, &c., of above Company.
TERMS OF SALE.—One-half of the Purchase Money to be paid on the fall of the hammer, and the balance within seven days after, prior to delivery. Moveable Lots to be taken delivery of within seven days, and Transfer Deed of the Land, &c., to be made out by the Purchaser, at his own expense.
The Property to be at Purchaser's risk on the fall of the hammer.
Cash in Mexican Dollars weighed at 7.1.7.
Catalogues will be issued prior to the Sale.
tf 1813 Hongkong, 19th November, 1873.

MR. EUGENIO DENEGRI requests that all claims against him be collected at once, as he is leaving by the mail of 4th prox.
Hotel de l'Univers,
Hongkong, 22nd November, 1873. A1902

FOR SALE.

TEAKWOOD LOGS and PLANKS, of all sizes.
Apply to
FREDERIC DEGENAER.
tf 1483 Hongkong, 6th September, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

DURING the Winter months the Steamer *POWAN* will start for CANTON at 5, instead of 6 P.M., commencing on the 1st of November next.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1761 Hongkong, 24th October, 1873.

Intimations.

BAKER & CO.

BEG MOST RESPECTFULLY to announce that they
HAVE JUST RECEIVED,
ex S. S. *Tartar*,
THEIR NEW GOODS,
consisting of the greatest NOVELTIES, in
FANCY and PLAIN DRESS MATERIALS;
BLACK and COLORED SILKS and SATINS;
SILK and CLOTH JACKETS, in the Latest Styles;
QUEENSLAND WOOL TARTAN SHAWLS;
BERLIN WOOL CAPES, SCARVES, and SHAWLS.

FRENCH MILLINERY.
FLOWERS,
FEATHERS,
RIBBONS,
Plain, Corded, and Watered
SASH RIBBONS, 9 inches wide, all of the Choicest Colors.

LACES.
REAL MALTESE and MILINES.
LACE,
LINEN, and
EMBROIDERED SETS.
HEMMED HANDKERCHIEFS.
LADIES' and CHILDREN'S HOSIERY.
FRENCH KID GLOVES.
HORROCKSES LONG CLOTH, in all numbers.
LINEN and COTTON SHEETINGS.
CURTAIN REPS, FLANNELS.
&c., &c., &c.

The above GOODS have been carefully selected from
THE PRINCIPAL MARKETS
of Europe.

BAKER & CO.,
COURT DRESS AND MANTLE MAKERS,
GENERAL DRAPERS,
LADIES' & CHILDREN'S OUTFITTERS,
&c., &c., &c.
No. 24, QUEEN'S ROAD,
HONGKONG.
1925 Hongkong, 27th November, 1873.

MUNICIPAL COUNCIL.

No. 340.

APPLICATIONS for the appointment of Secretary to the Municipal Council for the Foreign Community of Shanghai, residing north of the Yang-king-pang, vacant by the death of Mr. A. J. JOHNSTON, will be received up to the 31st December, 1873, and should be addressed to the Chairman of the said Council.
The pay and allowance attaching to the appointment are:—
Pay—Taels 4,000 per annum, with Residence unfurnished, Fuel, Gas, and Medical attendance.
Full particulars as to the duties of the Office can be obtained from the Assistant Secretary, at the Municipal Offices; and candidates applying will be required to furnish satisfactory testimonials of character, with written information as to their age, profession, business experience, linguistic acquirements, and any other particulars tending to shew their qualifications for the position applied for.
By order of the Council,
EDWARD B. SOUPER,
Assistant Secretary.
COUNCIL ROOM,
No. 15, HONAN ROAD,
Shanghai, 28th Aug., 1873. [1510

CHINA AND JAPAN MARINE INSURANCE COMPANY.

SHANGHAI, 29th *October*, 1873.

NOTICE is hereby given, that an EXTRAORDINARY MEETING of the Shareholders in the above Company will be held at the Head Office, No. 6, Nankin Road, Shanghai, on WEDNESDAY, *the 10th December next*, at 2.30 P.M., to consider certain alterations to be proposed in Clause 92 of the Company's Deed of Settlement, with a view to render dividends payable according to resolutions to be from time to time passed by the Shareholders assembled at the Ordinary Half-yearly Meetings of the Company, held in April and October of each year, or at any other General or Extraordinary Meeting, and to consider the advisability of altering the division of the profits of the Company, from the 1st January, 1874.
By order of the Directors,
W. SCHMIDT,
Secretary.
1819]

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/.
Detached and semi-detached Dwelling Houses removed from Town, and their Contents.......... ½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents.......... ¾ „ „
Godowns, Offices, Shops, &c., and their Contents.......... 1 „ „

SHORT PERIOD INSURANCES.
Not exceeding ten days, ⅛ of the annual rate.
Not exceeding one month.......... ¼ „
Above 1 month, and not exceeding 3 months.......... ½ „
Above 3 months, and not exceeding 6 months.......... ¾ „
Above 6 months.......... the full annual rate.

N.B.—Short-Period Policies can be renewed for a term to complete 12 months, the premium charged for such prolonged term being the Balance of the Annual Premium.
GILMAN & Co.,
Agents.
tf 1903 Hongkong, 21st November, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1617 Hongkong, 1st October, 1873.

Intimations.

FOR AMOY.

THE British Steamer
"LAP-TEK"
will be despatched for the above port TO-MORROW, the 28th inst., at 5 P.M.
For Freight or Passage, apply to
E. J. SAGE.
3d 1922 Hongkong, 27th November, 1873.

NEW YORK, LONDON, AND CHINA STEAMSHIP COMPANY, (LIMITED.)

FOR SHANGHAI AND YOKOHAMA.

THE departure of the Steamer
"TARTAR,"
for the above ports, has been POSTPONED until further notice.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
tf 1924 Hongkong, 27th November, 1873.

THE undersigned, SOONG CHING CHUN (Soong Apang,) hereby gives notice that he is not, nor ever has been, interested in the business carried on by FOW CHONG, at 46, Bonham Strand.
SOONG CHING CHUN.
7d 1923 Hongkong, 25th November, 1873.

HONGKONG YACHT CLUB.

SEASON 1873-4.

THE OPENING MATCH of the Season will be sailed TO-MORROW, the 28th instant.
PRIZES.—First Prize, $75; Second Prize, $25.
COURSE.—From off the Naval Coal Sheds, Kowloon, to a mark-boat off the N.E. point of Green Island; thence to a mark-boat off the S.W. point of Chung-lue Island; thence to the Channel Rocks; finishing at the *Fort William*. All marks to be left on the starboard hand. Charts of the course will be furnished to competing Yachts.
START.—Ten o'clock.
TIME ALLOWANCE.—Fifteen seconds per ton.
ENTRANCE FEE.—Three Dollars.
Entries to be sent in to the Honorary Secretary before Noon on *Wednesday*, the 26th inst.
EDWARD BEART,
Honorary Secretary.
8d 1892 Hongkong, 20th November, 1873.

CANTON RACES, 1873.

ENTRIES for the above will close on WEDNESDAY, the 3rd December, at 5 P.M.
F. D. CHESHIRE,
Clerk of the Course.
8d 1915 Canton, 24th September, 1873.

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their GENERAL STORE and SHIPCHANDLERY DEPARTMENT into the premises on PEDDAR'S WHARF, formerly occupied by Messrs. THOS. HUNT & Co. The Auction Department remains on the old premises in Queen's Road.
LAMMERT, ATKINSON & Co.
1m 1835 Hongkong, 7th November, 1873.

Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *ACHILLES* are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the undersigned, in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 24th November, 1873.
Goods undelivered after 2nd December, 1873, will be subject to Rent.
BUTTERFIELD & SWIRE,
Agents.
8d 1916 Hongkong, 24th November, 1873.

AMERICAN SHIP *GAME COCK*, FROM MELBOURNE.

CONSIGNEES of Cargo by the above vessel are requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
OLYPHANT & Co.,
Agents.
7d 1917 Hongkong, 25th November, 1873.

NEW YORK, LONDON, AND CHINA STEAMSHIP COMPANY, LIMITED.

S. S. *TARTAR*, FROM LONDON AND SINGAPORE.

CONSIGNEES of Goods by the above-named Steamer are hereby notified that the Cargo is being discharged, landed, and stored, at their risk, into the Godowns of Messrs. J. S. HOOK, SON & Co., where delivery may be obtained.
Goods remaining in store after the 25th will be subject to rent.
Optional Cargo will be forwarded on, unless applied for by the Consignees before Noon on MONDAY, the 24th.
Bills of Lading will be countersigned by
AUGUSTINE HEARD & Co.
1910 Hongkong, 22nd November, 1873.

S. S. *PROVENCE*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above steamer, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godown, whence delivery may be obtained from MONDAY, the 24th instant, at 10 A.M.
OPTIONAL CARGO will be forwarded to its destination, unless intimation is received from the Consignees before 2 P.M. THIS DAY.
Goods remaining unclaimed after WEDNESDAY, the 26th November, at noon, will be subject to rent and landing charges.
Bills of Lading will be countersigned by the undersigned.
C. BERTRAND,
Principal Agent.
1905 Hongkong, 21st November, 1873.

BRITISH SHIP *ALBERT VICTOR*, FROM LONDON.

CONSIGNEES of Cargo by the above vessel are requested to send in their Bills of Lading to the undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
GILMAN & Co.,
Agents.
14d 1882 Hongkong, 18th November, 1873.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex "Meikong," 28th October, 1873.
FA No. 3 ... ... 1 box.
RM Nos. 1/4 Y&L } ... ... 4 cases.
SS in heart, No. 1 J } ... 1 case.
Ex "Sindh," 6th November, 1873.
MY No. 15 HF } ... ... 1 case Sundries.
Hongkong, 20th November, 1873.

Notices of Firms.

NOTICE.

FROM and after 1st January, 1874, the business of the undersigned will be incorporated, and carried on under the name and style of "NEWMAN & Co."

WALTER NEWMAN,
JOHN GITTINS.

tf 1704 Foochow, 11th October, 1873.

NOTICE.

THE interest and responsibility of the late Mr. CHARLES WILSON MURRAY, in our Firm, ceased on the 16th August last.

BIRLEY & Co.

tf 1615 Hongkong, 1st October, 1873.

MR. AD. S. CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.

tf 458 Tientsin, 1st January, 1873.

The Daily Press.

HONGKONG, NOVEMBER 27TH, 1873.

THE *Foochow Herald* has suggested the advisability of extending telegraphic communication to that port; and as the suggestion is one in which the China trade generally is interested, we do not hesitate to give it extended publicity, and also to endorse the proposition. We are not of course aware of the internal working of the Great Northern Telegraph Company, but it has always seemed as though some mistake had been made in choosing Amoy, and that the real intention had been to extend the line to Foochow. That port, considering its importance, is very badly off in regard to matters of intercommunication. As has been pointed out on several occasions, great inconvenience results from the want of a regular mail service, and it seems a strange fatality that it should be in the same position as respects telegraphy.

Of course the main point for consideration is whether a branch line to Foochow would pay; and there is one test which could easily be applied to it. If it pays to have a branch to Amoy, where trade is so comparatively unimportant, it would certainly be worth while to have communication with Foochow, one of the largest tea shipping ports in China. There might possibly be some difficulty in carrying the wire up to the foreign settlement; but there could certainly be none in laying it at least as far as the anchorage, from which it would be easy to communicate without delay with the town. There might possibly be one difficulty, namely, whether the Chinese officials would permit the wire to be laid in the river; but probably as this was done at Shanghai, there would not long be any serious opposition. It may be advisable, in regard to this point, to call attention to the fact that it is by no means desirable to raise any great question on the subject with the Chinese Authorities, and that the very worst way to get the concession granted would be to refer to Pekin. Local officials can do a great deal in regard to matters of this description by themselves, but the moment a question is made of sufficient magnitude to refer to the capital, they have to meet with the opposition of the Pekin officials, which may often be of a serious character. If the project should be set on foot, and any difficulty experienced as to getting the wire up the river, the company would do the best to endeavour to settle it locally, in some such way as was adopted at Shanghai.

It is to be hoped that this subject will be taken into consideration by the Directors of the Company, especially as they are now devoting their attention to the improvement of their cable in China, and an opportunity might be afforded in connection with those operations of laying down a branch line. It is difficult to estimate the amount of work which would be obtained from the natives, but so far as foreign messages are concerned, there can be little doubt that they would be numerous, especially during the Tea Season, when advices are almost daily required to ascertain the statistics, so as to form the basis of operations at other ports. One of the great advantages which commercial men always looked for from the extension of the telegraph to China was that they would be able to get full advices of all the markets from day to day; and it is disappointing that, up to the present, one of the most important Tea marts has been left out of the system."

Advices from Manila state that the Spanish steamer *Mindoro* was totally lost off Masbate, and a great number of crafts have been otherwise damaged by the gale. Many lives were lost. They also state that the Spanish ship *Cervantes*, which left Manila for Cadiz on the 27th October, put back in distress on the 4th instant. She had been dismasted, had one man washed away, and is now undergoing repairs in Manila.

SUPREME COURT.

26th November.

BEFORE THE HON. CHIEF-JUSTICE SMALE.

Hon W. H. Alexander, Official Assignee,
v. Ng-chap-ting.

This was a case for argument, in reference to further hearing on motion for new trial.

Mr. Kingsmill, instructed by Messrs. Sharp and Toller, for the plaintiff; Mr. Hayllar, instructed by Messrs. Francis and Stephens, for the defendant.

This case was opened on the 23rd July, and having been adjourned to different dates, namely, 25th, 26th, 31st July, 1st August, and finally concluded on the 2nd August, the jury returning a verdict for the plaintiff for $4,525.25.

The arguments, which were of an entirely technical character, occupied the Court the whole day, and the hearing of the motion was adjourned at a late hour.

POLICE INTELLIGENCE.

26th November.

BEFORE THE HON C. MAY.

ASSAULT.

Luk-a-chu, with others not in custody, was charged with assaulting P.C. 230.

Complainant deposed to being on duty on the Praya, on the afternoon of the 25th, and seeing a lot of coolies carrying baskets of coal and depositing them on the road side, he told them to go away, but they refused. He took one of them to the station, but he was dismissed. He went back to his beat, and then the other coolies set upon him, and beat him.

Inspector Orley said the lukong was of a very excitable temper. Fined $2, in default, seven days' imprisonment.

SUSPICIOUS CHARACTER.

Mok-a-wai was charged with being a suspicious character.

Inspector Strond deposed to seeing the defendant on the night of the 25th, at 11.30, paddling in a small new boat, value about $2. He had no licence nor number. There was fruit in the boat.

Defendant said he was a hawker of fruits. He had a licence, but no number.

Convicted of being a rogue and vagabond, and sentenced to one month's imprisonment with hard labour.

JOSS AGAIN.

No less than 45 Chinese were charged with letting crackers off in the public streets, as a procession was passing by. Ten of the defendants were discharged, and the rest were fined 50 cents each.

THE FIRE ALARM.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Kindly insert this contradiction of the statement in your issue of this morning, that the Insurance fire bell last night gave an "alarm of a fire long discovered to be false," such report being without foundation, the bell in question not having been rung at all last evening.

Yours faithfully,
A. F. CHAMBERS,
Foreman, Hongkong Fire Insurance Company (Limited) Volunteer Fire Brigade.

Hongkong, November 26th, 1873.

ARRIVAL OF THE ENGLISH MAIL.

The P. and O. steamer *Nizam*, Captain Barlow, from Bombay 4th, Galle 10th, Penang 15th instant, and Singapore 18th, bringing on the English mail of the 17th October, arrived yesterday. The following telegrams have not yet been published in Hongkong:—

(From the Ceylon Observer.)

LONDON, 1st November.

Much confusion exists from the conflicting views entertained in Monarchical circles in France respecting the future.

The Left Centre have unanimously resolved to demand the definitive consolidation of the Republic.

A majority of the press consider the prolongation of the powers vested in MacMahon as the only possible solution.

The Russian Government have resolved to undertake another campaign against the refractory Turcomans on the Khivan-Persian frontier.

Mercantile affairs in America are in an unsatisfactory condition: a large Commission house has failed, and 1,000 manufactories are closed.

Severe earthquake in Sicily.

The Dutch Government has introduced a Bill enacting a gold standard for Holland and a silver standard in the Colonies.

Germany is restricting the gold coinage.

The Tichborne trial has been adjourned for a fortnight.

LONDON, 2nd November.

The Orleanist Princes have declined the Lieutenancy of the kingdom.

Monarchists, consequently, have resolved to propose the prolongation of MacMahon's powers for six years, or ten, or for life.

The Ministry favours this course.

The situation in Spain is unchanged; the Carlists and Republicans are concentrating their forces.

The Vienna Exhibition has been closed without any ceremony.

The report of an earthquake in Sicily is false.

The ship *Emily Augusta*, bound for Calcutta, has returned to Bahia, the crew having mutinied.

LONDON, November 3rd.

The latest news from Cape Coast is dated October 10th, when preparations for the expedition were actively progressing.

Captain Glover informed Sir Garnet Wolseley that the Ashantees were advancing on Cape Coast Castle.

The Government have chartered a steamer of 1,600 tons, for the conveyance of railway materials to Cape Coast.

PARIS, 3rd November.

M. Magne proposes to meet the deficiency of 178 millions francs in the Budget of 1874 by economy and an increase of the old taxes. He advocates the hastening of the resumption of specie payments.

The expenses of the Franco-Prussian war (to France) were 8,739 millions (francs.)

The following items of news, of interest in China, are taken from the *London and China Express* of the 17th October:—

The German Government will adopt measures to prevent participation by German subjects in the coolie traffic. The *Popular Science Review* publishes an article on "Science in China," by Mr. R. K. Douglas. Mr. Cordés has been appointed German Consul at Hongkong. The merchants of Moscow and Siberia intend to memorialise their Government to secure a revision of certain stipulations in the Russian Treaty with China, which operate adversely to their interests.

The Russian corvette *Isoumroud* has called in at Plymouth, on her return voyage from China.

The gunboat *Swinger* will proceed in a few days for the China Station.

THE DUTCH EXPEDITION TO ATCHIN.

The *Times*, of 10th October, contains the following letter with regard to the Dutch Expedition against Acheen. The authorities in Java and here are so reticent—even mysterious—that perhaps the letter may prove interesting to our readers:—

(From our Special Correspondent.)

ON BOARD THE "CELEBES,"

NIEUWE DIEP, Oct. 5th.

A detachment of 250 troops, infantry and artillery, is on the point of starting for the war in Sumatra. A few months ago, few well-informed Englishmen would have cared to be asked to give off-hand a description of Atchin, its position, extent, and resources. Probably the interest excited by our own war on the Gold Coast will make us look with so much curiosity on the proceedings of the Dutch in a similar case, that this will all be changed, and we shall know all about this remote, and apparently undesirable corner of the world.

It is difficult to get exact information on the proposed conduct of the expedition, but thus much may be relied on. The Home Government is confident in the success of the operations, and believes that the Atchinese already wish to make peace. The force is to consist of infantry and artillery, with only so many mounted men as may be necessary for orderly duty. The ordinary field-pieces will be horsed, but there will be also some small portable guns, which can be carried by men when required. The number of men is variously stated, but the most probable estimate appears to be 5,000 infantry, of whom not much more than one-third will be Europeans. No wheeled carriages are to be used, but all stores will be carried by men, and for this purpose it is said that 500 galley slaves are to be employed. The aptitude of the Atchinese for cutting the throats of all strangers is relied on to keep these compulsory sutlers from deserting.

The expedition is intended to start from Padang, the chief town on the west coast of Sumatra, about the end of November; and it is hoped that four or five months at most will suffice to finish it. The present convoy is the last which will probably reach Batavia in time to take part in the war, but it is said that 1,200 more troops are to be sent out, and that 3,200 have already gone. Various nations are represented in this detachment; besides genuine Dutchmen; there are French, Belgians, Germans, and Danes. Their appearance at first sight makes one think that a good deal still remains to be done before they can be considered a crack corps. There are also two English doctors on board, who are bent on accompanying the expedition and exploring the interior of Sumatra; their names are Dr. Mayo, of New College, Oxford, formerly director of the Alice Hospital, at Darmstadt; and Mr. J. C. Galton, M.A., of the same hospital.

Hospital ships have been provided by the Government; and sailing ships have been preferred, in all cases but one, to steamers. In seas likely to be infested with pirates, there may be some inconvenience in this arrangement; and an English naval officer, who is acquainted with those seas, has remarked to me that a dilatory style of fighting is prevalent there; and that if the thing is allowed to drag itself on for a year or two, as is quite likely the whole of the Indian Archipelago will be swarming with pirates. But the Minister of the Colonies has certainly made up his mind to carry the affair through with vigour, and the Governor-General is intrusted with full powers. Moreover, there is a watchful Conservative Opposition, which has just failed to form a Government, and will keep a keen look-out for any failure.—*Straits Times.*

COMMERCIAL INTELLIGENCE.

NOVEMBER 26TH, EVENING

New Patna, $590 to $592½, sellers; New Benares, $577½ to $580, sellers; no change in other kinds; market quiet. Imports per *Nizam*, from Bombay, about 1,725 chests Malwa.

SHARES.

Hongkong and Shanghai Bank Shares—47 per cent. premium.

Union Insurance Society of Canton, new shares—$600 per share premium.

China Traders' Insurance Company's Shares—$900 per share premium.

China and Japan Marine Insurance—Tls. 5 per share, discount.

Chinese Insurance Company.—$5 per share discount.

Hongkong Fire Insurance Company's Shares—$549 per share.

China Fire Insurance Company's Shares—$130 per share.

Victoria Fire Insurance Company's Shares—$118 per share.

Hongkong and Whampoa Dock Company's Shares—23 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—30 per cent. premium.

Shanghai Steam Navigation Company—Tls. 110 per share.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—55 per cent. discount.

Indo-Chinese Sugar Company—90 per cent. discount.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/1¼
Bank Bills, at 3 months' sight 4/2¼
Bank Bills, at 6 months' sight 4/2¾
Credits, at 6 months' sight 4/3
Documentary Bills, at 6 months' sight 4/3¼

ON NEW YORK.—
Private, 5 months' sight .... —

ON BOMBAY.—Bank, 3 days' sight 225½

ON CALCUTTA.—Bank, 3 days' sight 225½

ON SHANGHAI.—
Bank, sight 73¼
Private, 30 days' sight 73¾

SALES ON NOVEMBER 26TH, 1873.

As reported by Chinese.

Vermicelli, 30 bags, at $6.00, by Chun-chong to travelling trader.

Black Dates, 50 bags, at $6.50, by Kwong-wing-shing to travelling trader.

Almonds, 5 bags, at $22.00, by Kwong-wing-shing to travelling trader.

Dried Lily Flowers, 10 bags, at $12.00, by Kwong-wing-shing to travelling trader.

Yellow Peas, 500 bags, at $1.75, by Wo-tye to travelling trader.

White Wax, 1 piece, at $71.00, by Che-hing-loong to travelling trader.

Gum Olibanum, 40 packages, at $5.30, by Kwong-wing-shing to travelling trader.

Brown Sugar, 150 bags, at $2.90, by Kwong-man-wo to travelling trader.

NEWS FOR THE ENGLISH MAIL.

FACILITIES FOR FRAUD.

The judicial decisions given by Mr. GEO. F. SEWARD, the United States Consul-General in Shanghai, are usually so carefully considered, and are regarded with so much respect even by professional men, that any marked deviation in one of them, from well recognised principles, is a noticeable circumstance. We cannot, however, help thinking that, in the judgment which he delivered in the case of the *People of the United States v. Stoddard,* such a deviation was made, and, as the matter has attracted a great deal of attention both at Shanghai and here, it would be undesirable that what appears to be a very serious error in principle should be passed without notice, especially, as it is of a kind likely to lead to pernicious results.

To the judgment as a whole no exception can be taken. The term of imprisonment awarded is a severe one, especially considering the nature of the climate; and we doubt not that the pardoning power of the United States' Minister would be brought into play only in case of some serious emergency calling for such a course. It thus seems hardly necessary for any excuse to have been made for the leniency of the sentence; but Mr. SEWARD, sensible of the gravity of the offence, considered it desirable to point out why he did not inflict a severer punishment; and it is in this part of his judgment in which he has fallen into the error alluded to.

He states, among other reasons, for not inflicting the full penalty of the law, that the temptation to which the accused was exposed should be taken into consideration, and adds: "It would be unnecessary for me to point out in what way the course of business in Shanghai, under which these frauds have been possible, is defective. The circumstances of the case illustrate the fact that, given a certain disregard of right dealing on the part of the accused, the frauds were perpetrated with complete ease, and, excepting for the magnitude of the transactions, with great immunity from exposure. The condition of things under which the frauds were perpetrated must then act to alleviate the sentence to be given. If I am asked to plead a reason for this opinion, I can only say that to be spared from temptation is with all Christian men a leading petition." Now, with every respect for the shrewdness which usually characterises Mr. SEWARD's judgments, we cannot help saying that this may be excellent theology but is very bad law. Without entering upon religious dogma, which would be as little appropriate in a newspaper article as in a judgment, we may be permitted to observe that most certainly no Christian sect ever pleaded man's being exposed to temptation as a reason why his sins should be forgiven, so that the illustration is not very happy. But we have to deal simply with the legal bearing of the view enunciated, and, upon this more limited ground, have no difficulty, because that view is opposed to a principle fully recognised by the highest authorities, and that is, that punishment must be severe in proportion to the facility which a person has of committing a fraud or a breach of trust. There is no crime more easy of perpetration than forgery; and, in a great measure, for this very reason, none, with the exception of murder, which is more severely visited by the law. The object of all punishment in the present day is deterrent, not vindictive, and the facilities which exist for the perpetration of a crime make it all the more necessary that society should be protected against it. It may be answered that this argument only goes as far as to apply to such facilities as necessarily exit in the nature of commerce, and this is no doubt true; but the argument will only carry us as far as the conclusion that unusual facilities existing in consequence of carelessness or a bad system of business do not form a ground for additional severity, because Society can protect itself against this exceptional liability to injury by being more careful or more systematic, but it will not carry us so far as the conclusion that those exceptional facilities should be considered a ground for leniency. They form an excellent basis for not sympathising very deeply with those who lose their money, but not for punishing the criminal with less severity than is prescribed by the law, which has regard solely to the necessity of protecting Society. The law goes upon the assumption that reasonable vigilance will always be used by men for their own protection, and then makes its punishments in proportion to the injuriousness of a crime and to the facilities which exist for perpetrating it. It is assumed that men will not trust one another in matters of business more than is justifiable, by the special circumstances attaching to each case, or necessary, from the nature of business, the liability to loss being justly considered the best security for this circumspection. If in certain cases, or in particular places, such circumspection is not exercised so fully as it ought to be, the sufferer from a fraud is not justified in asking for a specially severe administration of the law to protect him against the consequences of his own imprudence; but, on the other hand, it is equally unreasonable to claim on behalf of a criminal that the law should be administered more leniently because he had peculiar facilities for committing a crime. On this principle, we should have to pursue with relentless severity the man who from poverty and misfortune has been brought up to a life of degradation and crime, but treat very lightly and tenderly the rascal whose birth and circumstances have placed him in a position to command people's confidence. We should have to hang BILL SYKES and the ARTFUL DODGER, and let off PAUL BATES and the British Bank Directors with a reprimand, if not with expressions of sympathy for the great temptations under which they laboured through being so unfortunate as to occupy positions of respectability and trust.

We cannot leave this subject without saying a word also upon the moral bearing of the question, the only sound view of which seems to us to be singularly in accordance with the legal view—if the opinions above expressed are, as we have very little doubt they are, correct. There is, in the present day, and nowhere more than in China, a very pernicious tendency to sympathise with swindling in high life. People seem to have for it the same kind of weakness which Mr. FROUDE, in his inimitable essay, explains that he in common with almost all people, has for Reynard the Fox, but with a very noticeable difference. People sympathise with Reynard because, although he is a great rascal, he is always successful; but, curiously enough, all the sympathy with swindlers in high life seems to spring up when they fail. The spectacle of a man occupying a good social position in the criminal dock is so overpowering, that people forget it was his very respectability which enabled him to commit the crime that brought him there; and that a fraud is the less excusable in precise proportion as a man's education and surroundings are such as would make it more ruinous to him, than to one less favourably circumstanced to commit it. Education and social standing are all that we can in many cases rely upon as deterring influences; and if, through false sympathy, we consider them as grounds for looking leniently upon fraudulent conduct, we shall be guilty of the dangerous inconsistency of excusing those who are placed in positions of trust, and so enabled to commit the frauds because it is believed that to men of respectability and education, the conciousness of the universal reprobation they would meet by yielding to the temptation to perpetrate crime, will be sufficient to prevent them from ever for a moment entertaining the bare idea of so doing.

THE CHINESE VERSION OF THE AUDIENCE.

We reprint from the *N. C. Daily News* the translation of a somewhat amusing document, which has been circulated in Chinese, with reference to the Audience of the Foreign Ministers. It seems to be the effusion of some comically minded Chinese, who wished to make a skit upon what appeared to him the absurdity of the Foreign Ministers having an audience, but is treated *au grand serieux* by our Northern contemporary, who perceives in it a matter of grave political importance. On this occasion, however, we think the *Daily News* has departed from its usual discrimination in respect to Chinese affairs, and has been tempted to verify its prophecy concerning the evils which must result from the Audience not being properly notified in the *Pekin Gazette,* upon very slender grounds. A Chinaman who should judge of the exact state of political feeling at home by a skit in *Punch,* or, to come nearer home, who should form his estimate of the sentiments of foreigners towards the inhabitants of the Celestial Empire by the lively effusions in *Puck,* would probably scarcely be wider of the mark than our contemporary is in its estimate of the ridiculous skit which has been circulated in Chinese at Shanghai. If it were designed to have any political influence, it would certainly have been written in a very different style. In fact, it bears upon the surface evidence of being only meant as a piece of bantering, the drift of which no Chinaman could fail to perceive. Prince KUNG breaking his cup into ten thousand pieces, and the Foreign Ministers being completely unable to approach the awful presence of the Emperor, are pieces of exaggeration which would be too much for any Celestial to take literally. It is also not very surprising that a joke of this kind should have been perpetrated, considering the fussy importance which foreigners have attached to every detail connected with the audience, and the obviousness, therefore, of a hit of the kind being likely to tell.

We are disposed to think that there is too great a tendency to attach importance to documents of this kind among the Chinese; and that excepting where they are of an undoubtedly inflammatory character such as the "Death Blow to Corrupt Doctrine," and certain proclamations which have at times appeared making direct charges against foreigners, they are not worthy of the attention which is given to them. JOHN CHINAMAN, as well as JOHN BULL, likes his joke, and if he sees an opportunity of pulling the Barbarian leg by a good piece of chaff, is as likely to do so as Mr. PUNCH is to have a laugh at Frenchmen about frogs, or Germans about Sauerkraut and long pipes. But fortunately these harmless little bits of banter do not result in anything more serious than a return fire in the comic papers of the people, who are made the subjects of the jocularities, and are not taken as evidence of intense international hatred. If foreigners looked upon such matters among themselves with the same seriousness as they regard them among the Chinese, there would be nothing but perpetual warfare.

We do not, of course, in any way deny the importance of the omission to publish a proper account of the Audience in the *Peking Gazette,* as this is obvious enough on its own basis; but if the only harm of the omission was the absurd effusion which has recently been published in Shanghai, there would scarcely be much reason to regret it. In one point of view the skit will tend to do good rather than harm. However absurd it represents the Audience of foreign Ministers by the Emperor to have been, it admits the fact that such an Audience was granted, and to some extent accomplishes the very object which the notification in the *Peking Gazette* would have accomplished. We may be certain that the Chinese, judging by their lights, would not look upon the Audience, if only the bare fact of it had been stated otherwise, than as a somewhat peculiar and rather comical affair; and the skit in question might just as well have been written after the fact had been officially notified, as without its being published. In fact, it would have been all the more telling if the Audience had been notified, just as those hits in *Punch* tell best which refer to some circumstance to which the attention of the public has been drawn by the serious prints. Without, therefore, in any way denying the importance of really virulent placards and pamphlets against foreigners in China, we cannot help thinking the present effusion is little more than a piece of harmless playfulness, the best joke connected with which is the intense importance which a foreign paper has been induced to attach to it.

HONGKONG.

A lengthened enquiry has been held into the circumstances attending the death of some Chinese deck passengers on board the steamer *Glenlyon,* on her voyage from Singapore to this port. She encountered a severe storm, and some of the passengers, whom it was impossible to get below, were washed overboard. The Court acquits the captain and mate of carelessness, but expresses regret that heavily laden vessels should carry deck passengers without means of shelter being provided.

A suggestion has been made of consolidating the various local ordinances of the Colony, which have become somewhat diffuse, and treat many matters more than once, and sometimes in a way that is conflicting.

Arrangements have been made to give a public dinner to the Hon. Mr. Justice Paunceforte, prior to his departure for the Leeward Islands, to the Chief-Justiceship of which he has been appointed.

We regret to record the death, under painful circumstances, of Mr. Johnston, senior lieutenant of the *Princess Charlotte.* He was last seen alive at 3 a.m. on the 18th instant, and being then missed, search was made in the harbour, and his body recovered two days afterward. An inquest was held, but did not throw any light upon how he came to fall overboard.

MACAO.

News of a serious matter has been received from the above place. A number of gentlemen were dining on board the *Principe Carlos,* the Portuguese man-of-war, and after dinner were proceeding to shore with the Commander, and, the night being very dark, when near to the steamboat wharf, they saw a large boat coming towards them, and tried to get out of the way; but apparently, through some accident, they were run down, the boat upset, and its occupants thrown into the water. The China boat at once made away, but fortunately the party were all able to hang on to its oars and ropes, and managed to get on board, the sailors having succeeded in clambering up, and then assisting the others to follow. When they got on board, they were only about 100 yards from the steamer wharf, and the Commander of the *Principe Carlos* asked the men on board to land them, or to take them back to their own vessel. Instead of doing so, they shaped their course to the Lapa side. The Commander of the *Principe Carlos,* M. Maciel, seized hold of the helm to direct the boat to the Macao side. To this the Chinamen objected, blows were given, and a general fight ensued, the Chinese taking to knives, spears, bamboos, and anything they could seize. After a few minutes' struggle, they overcame most of the Europeans who were quite unarmed; and when almost insensible from the severe blows they got, they were pitched overboard. Whilst they were in the water, the men on board the snake boat commenced to strike them with lances, &c., and they then cleared out of the harbour, and a Portuguese steam launch coming up immediately after the accident, and hearing the cry of a man in the water calling for assistance, hailed to the *Camoens,* about 150 yards off, and they immediately lowered their boats. From the information given by one of the sailors, it appeared that every one had shifted for himself as best he could; and shortly after, cries of distress were heard from the middle of the harbour, the tide having taken them there. Out of the eight men who were in the boats, five, including Commander Maciel, were saved, but the remainder were unfortunately drowned, the body of Captain Caetano was discovered the following day at Taipa, embracing an oar, having been pierced close to the eye by a lance, and received a severe gash over the head. One of the sailors also received a very severe cut from a knife over his head, and the sinews of one of his arms were completely severed. We regret to hear that fears are entertained for his life. The affair has created much excitement in Macao, especially as Captain Caetano has left a large family, who depended entirely upon him. It is stated that some clue to the pirates has been discovered.

FOOCHOW.

The *Herald* suggests the desirability of the telegraph being extended to Foochow, observing that Amoy has this benefit, and that Foochow has a much larger trade, and is of much more commercial importance. Although not so near the sea as Amoy, it considers that a cable could be laid in the bed of the river at least to the anchorage, and probably quite up to the settlement.

The above paper also gives the following items of local news:—

Training is now actively going on at the North Tartar Parade Ground, for our races, to be held on 19th and 20th of next month. There are at present about 30 ponies at work, including a number of griffins from the North. Among the griffins are one or two fair animals, but the majority do not seem up to much. The course is very hard, and rain much to be desired. The next steamers from Shanghai are expected to bring down several ponies well known on that race course.

On Saturday, the 8th inst., at 1 o'clock, a most successful launch of the thirteenth ship constructed at the Arsenal, took place. She is a steam transport of 150 H.P. nominal, and carries an armament of three cannon, one a Pivot gun, 64-pounder, and two broadside ones, 40-pounders. The principal dimensions are as follows:—Length from night heads to taffrail, 227 feet; length between perpendiculars, 201 feet; extreme breadth from outside planking, 32 feet 10 inches; depth of hold from beam to skin, 17 feet; part of area of midship section immersed, 318 feet; mean draft of water, 11 feet 6 inches; displacement, 1,269 tons; diameter of four bladed screw propeller, 11 feet 10 inches; carrying capacity of coal bunkers, 120 tons. The keel was laid on the 24th February, 1873, and she has been built entirely under the direction of Chinese fore and workmen, taught at the Arsenal. She was launched with all her machinery complete, and will be ready for sea by the end of December, which gives ten months in all for the construction and armament of the steamer. It is the same description of vessel as No. 12, constructed and launched a short time since, and which made 12 knots per hour; this steamer has latterly been used to transport merchandise. There are two more in the course of construction, which will shortly be launched.

The shooting season has, so far, been disappointing; we have not heard of any large "bags," and birds are reported to be very wild.

It is proposed to form a Regatta Club, and so far the scheme has met with much favor, not only from the rowing men, but likewise from the community generally. We need hardly say that we wish all manner of success to the enterprise.

Training for the Races goes on steadily, but fast work not yet having begun, is not of much interest to non-owners. Two cracks from Shanghai have appeared on the course, but so far have done nothing to attract attention. A little black griffin in the Quong Ting stables is doing fair work, and of the ponies already arrived seems the most likely, but we believe a number of griffins have yet to arrive. Yesterday morning rain fell, but not enough to do much good to the course.

On the 14th instant the Governor-General, Li Ho-nien, under Imperial instructions, set out on a tour of inspection. Leaving his yamen about 7 in the morning, he was met at the Tea House outside the South Gate by the Tartar General and the Governor. These two escorted him into the pavilion adjoining the tea house, where, after a ceremonious bowing, tea was partaken of. The Governor-General then took his leave, and proceeded on his way, stopping next at the Shih Chin Shrine, where he was met by the Fantai, Judge, and Taotai, who received him when he got out of his chair. The ceremony of taking tea was also gone through, and after the several officials named had escorted the Viceroy to his chair, they returned to the city. Between 11 and 12 the Viceroy reached San Chino Ch'eng, where he partook of luncheon. At this stage of his journey he was met by the Prefect and other officials, who in escorting him to his chair after the repast, knelt down; he bowing in acknowledgement. In the evening he reached Fang K'ow, the first stage of the journey. Here it became the duty of the two Magistrates of Foochow to make arrangements for porters and ponies in readiness for the further prosecution of the journey. At the place last named the Magistrates, together with the troops attached to the Viceroy's yamen, took their leave. *En route* to Hsing-hua, where the Viceroy will make a long stay, he will pass through Ch'ang-lo and Fu-ch'ing, being met on the way by the Magistrates of the respective districts, and being entertained by them. From Hsing-hua the Viceroy will go to Chinchew, thence on to Amoy, and finally on to Chang-chow Fu, returning to Foochow as soon as he has reviewed the troops in the various places named.

On the afternoon of the 15th October, the pilot boat *No Name* when running with a strong N. E. wind and a heavy sea, from Matsou Island to White Dog Island, about half way discovered a boat bottom up, with several Chinese on the top; the pilot boat was rounded to, and the Chinese, seventeen in number, taken off. Had it not been for the pilot boat discovering them as she did, the whole party must have perished, as they were quite exhausted. It appears that the boat, a large fishing boat, having some 31 Chinese fishermen on board, was returning from the fishing ground off Chang-chi Island, after having laid their nets, when a sudden squall off the high land of the Island capsized the boat; those that were on deck, climbed to the bottom of the boat and were saved, after being tossed about by the heavy sea for 24 hours, without food, &c., the remaining fourteen Chinese of the crew being below hatches, were drowned, although knocking was heard, by the men outside, for two hours after the capsize. The seventeen Chinese saved, were landed on the White Dog Island, according to their own wish, after receiving hot tea and food. This is the second act of humanity shown by Pilots Randall and Smith in saving life within three months. They have saved seventeen Chinese from a watery grave, which plainly shows that things are not so black as represented; had the pilot boat *No Name* been in under Sharp Peak, not one of the seventeen survivors could have escaped.

NINGPO.

The clergy of the English Church have been, during the last few days, holding a Conference in the City, under the presidency of Bishop Russell, to discuss numerous important questions contained in a printed letter issued by the Bishop. The Conference extended over three days. Amongst the subjects considered were:—The desirability and practicability of having and using a *Common Version* of the Prayer-book in the cities of Ningpo, Hangchow, and Shaou-hing; the Organization of the Native Church in the province of Chekiang; and the Native Educational Establishments. At the close of the Conference, the Bishop delivered an address, in which he expressed his conviction that the discussion had by no means been an unprofitable one, and stated that, though the Conference had been summoned principally for deliberation, he was not sorry it had proceeded to action from which he believed the benefits likely to arise would be neither few nor small. He especially rejoiced at the formation of some kind of organization of the Native Church, for, notwithstanding its insignificance at the present moment, it might lead on to something very important.

On Saturday afternoon the members of the Conference, together with the Bishop-Designate of Victoria, Hongkong (the Rev. J. S. Burdon, late of Peking), assembled at the Bishop's residence, near the North Gate, and partook of the Holy Communion, the Rev. F. F. Gough, Secretary of the China Mission, assisting Bishop Russell on the occasion.

Nov. 12.

SHANGHAI.

The trial of L. H. Stoddard, for obtaining money under false pretences from the Agra Bank, was held on the 10th instant, at the United States Consulate. The accused pleaded guilty, and was sentenced to four years' imprisonment.

The trial of Mr. Mayne, for defalcations by issuing a false warrant, has resulted in his imprisonment for two years.

The *Daily News* understands, on good authority, that the Customs' Commission at Vienna, Messrs. Bowra, Hannen, Detring, and Drew, has been officially received by the Austrian Court as well as by the Austrian Foreign Office, as the representatives of China and the Chinese Government at the Exhibition. This may be right enough, and we dare say the gentlemen in question are properly accredited; but may not the readiness of Customs' employés to accept such appointments, be availed of by Chinese officialdom as an excuse for not entering into official foreign relations? We want no middlemen between China and Europe.

It is not generally known that the Jesuit Fathers at Si-ka-wei have lately started an Observatory, which, if it grows in proportion to their other establishments in that neighbourhood, promises in time to be an important addition to the scientific institutions of Shanghai.

Mr. J. J. Cann has been appointed manager of the Hongkew Wharf.

In the case Russell & Co., libellants, *v.* the Hongkong and Shanghai Bank, intervenors, in which the petitioners sought to recover Tls. 11,946 for materials expended in the repairs of the steamer *Ping On*—judgment was given in the U. S. Consular Court, in favour of defendants.

The United States Consulate is engaged in hearing a complicated case brought by the Agra Bank against Messrs. Olyphant & Co., arising out of the frauds committed by Mr. Stoddard.

The *Daily News* states that Mr. Wade has signified his unqualified approval of the judgement recorded by Mr. Medhurst in the case Tate and Hawes *v.* Chungkee, which was tried before the Mixed Court in April last. The Taotai and H. B. M. Consul gave different decisions on appeal, and the case was therefore referred to Peking.

The same paper contains the following:—

Our readers may be interested in knowing that the second frigate now being built at the Arsenal is nearly completed, and will be launched in about six weeks. This vessel is similar to the one launched in 1872, and, like her, will be armed with Krupp guns. The battery for both vessels is now daily expected from Europe. The machinery (400 h.p.) for this ship, as well as the former, has been made at the Arsenal, under the direction of Mr. Rolls, and promises to be a fine piece of work. The authorities, we believe, contemplate sending both vessels to Tientsin early in the Spring, for inspection by the Viceroy.

The fact that the ordinary monthly meeting of the A. D. C. is to be held in the green-room of the new Theatre, leads to a hope that but a short time will elapse before not only the green-room, but the proscenium and the auditorium, will be ready for use. As the Club Concordia Theatre is undergoing repairs and alterations, we have otherwise little prospect of an early appearance of any section of our dramatic amateurs.

The following document is posted outside the offices of the Chinese Merchants S. N. Company:

A PROCLAMATION BY LI, VICEROY OF CHIHLI, &c., &c., &c., FOR GENERAL INFORMATION.

Whereas, under the cognizance of the Throne, at my instance, a Board has been established to invite merchants to run steamers, as an experiment, for the transport of the Grain Tribute, and at the same time for freight and passenger traffic between the Ports,—the head office being at Shanghai, with branches for the furtherance of these objects at Tientsin, Canton, Hongkong, Foochow, Hankow, Kiukiang, Chinkiang, Ningpo, Yen-tae, and Newchwang.

And whereas, Chinese merchant craft should properly pay dues at the old established Maritime Custom Houses, but license has been obtained from the Superintendents of those Custom Houses to allow steamers and sailing vessels of foreign build, on changing to the Chinese flag, for greater convenience and economy, to pass their goods through the New Maritime Customs, and pay according to the Foreign scale, which system has been communicated to the Tsungli Yamen, and carried into effect by the said Board.

And whereas, Chinese merchants, living as they do at various distances (from the Ports,) may not all be acquainted with the facts.

This Proclamation is issued to let all Merchants know that, as to merchandize shipped by the C. M. S. N. Co.—if the shipper carries on business with n the Concession, the duties must be paid at the New Maritime Customs,—if without the Concession, the duties demanded at every Imperial Barrier and Lekin Station must as heretofore be paid. Any wilful infringement of this, with the intention of evading duties, will subject the goods to confiscation, and the trader to rigorous punishment according to law.

Let all obey with trembling.

A special proclamation, issued for general information on the 11th day of the 9th moon of 12th year of Tung Chih. (31st Oct., 1873.)

The preliminary examination into the charge of murder brought against Joseph Harris, was concluded on the 19th instant, and the prisoner committed for trial. Mr. Brougham Miller has, at the request of the Court, undertaken the defence of the prisoner, and the trial has been fixed for Friday, the 28th instant.

H. M. S. *Curlew,* which returned from her visit to the Loochoo Islands on the 20th inst., received information while there, that some four months previously a foreign vessel was wrecked on the Meiacosima group, lying off the North coast of Formosa. When last heard of, the survivors, consisting of one lady, five foreigners and two Chinese, were still on the island, enjoying the hospitality of the natives. Nothing had been heard of them since the middle of August, and it seemed very uncertain whether they were still there, but Captain Church at once made up his mind to proceed, and on the 15th instant the *Curlew* reached Ty-pin-san, the easternmost island of the group. From the people on shore it was learnt that, on the 13th of July, a German vessel went to pieces on the coral reefs surrounding the island, and that ten persons reached the shore, two of whom subsequently died. Here they remained for a month, when they left in a junk provided by the authorities on the island. The vessel's name was unknown, and also the port from which she sailed, but her destination, as stated by the islanders, sounded like Adelaide. Her cargo, consisting of tea, had been washed ashore, and a chest label was shown as follows:—"R. T. Robertson, extra choice new Season's family Congou, E. S. & Co. J. S." below in a triangle, No. 58—Season 1873-1874. Silverlock & Co., Foochow-foo." The vessel, therefore, proves to be the German schooner *R. J. Robertson,* of whose loss at the place, and on the date mentioned, a full account appeared in the *Daily News* of 8th Sept. The survivors, after being very kindly treated by the natives, who refused all reward, found their way to Keelung in a junk, with which they were presented, and which they were told they might dispose of for their own benefit when done with. Arriving at Keelung on 19th August, they got a passage to Hongkong in the steamer *Kwangtung.*

The *Courier* of the 13th inst. has the following:—

As Dr. Burton and Miss Burton were, about 2 p.m. to-day, driving up through Hongkew in a closed brougham drawn by a tall grey horse, and had just passed Old Dock, one of the shafts broke short off at the iron where it connects with the body of the vehicle. The noise startled the horse, and in dancing about his legs became entangled with the loose dangling shaft, and made him plunge violently. Dr. Burton had just time to take a turn of the reins round his hand and arm, when the horse dashed off at a gallop towards Shanghai. The loose shaft soon got in between its hind legs, and at every leap goaded it into wilder madness. How is escaped being overset in rounding the Little Astor and getting on to the bridge is a mystery. Dashing wildly over the Bridge, it swept along the Bund, the carriage swaying to and fro in a manner that excited great apprehension in those who witnessed it, that a terrible catastrophe must ensue. It was evident, however, to those who followed in pursuit that the Doctor had still control of the animal's course, as, when they approached the Rue du Consulat, the carriage made a wide sweep and took that street with precision. On the tortured animal galloped, scaring from that crowded thoroughfare the throngs of people, and leaving them gazing anxiously after the vanishing carriage. At length, when abreast of the French Gas Works, a part of the road was reached, under repair, and so heavy that the poor maddened brute was fain to come to a stand-still. Some gentlemen who were close at hand hastened to render assistance. Miss Burton was placed in a friend's carriage, and driven home, happily unscathed after her terrible ride, while the doctor waited to see his horse and carriage conducted back to the Settlement. The poor horse had one of his legs very badly abraded and bleeding from the thrashing of the shaft against it. It is matter of warm congratulation that no worse evil resulted, and great praise is due to Miss Burton and her father for the coolness and nerve to which, in fact, they may be said to owe their lives.

TIENTSIN.

(N. C. Daily News.)

On Sunday, the 26th ultimo, the Viceroy made a return visit to his Excellency Captain Garcia y Garcia, the Peruvian Minister, and stayed about an hour and a half. On the 27th, Senor Elmore, Secretary of Legation, called on Chinkin, the Customs Taoutai; on the 29th the Customs Taoutai called on the Peruvian Minister; and on the 3rd instant, the latter returned the visit of the Taoutai. We presume that the visits of ceremony must be now concluded, and that business will be entered on. I have been lately informed that the Viceroy has commenced digging a canal from the Peitang river to the Tientsin river, 100 ft. broad and 9 ft. deep, for the convenience of the inland junks conveying salt from the sea coast to this city. A rumour has come down from Peking that there has occurred an interruption to the to the Chinese Mission to Cuba; owing to some objections raised by the Spanish Minister, Senor Atin. What the hitch is, I cannot exactly make out. I hear some rumour of a demand for compensation, by Senor Atin, for any possible pecuniary loss that might ensue to the Cubans from the action of the mission. It sounds strange, but I fancy there is something of this nature. We may hope that the interruption is, however, only temporary, and that we shall soon see the gentlemen composing the mission down here, *en route.*

4th November, 1873.

Yesterday, according to Chinese reckoning, winter commenced. About 4 a.m. the wind came out of the north, and soon afterwards it blew a gale which continued till evening, the weather having gradually all day become colder. At daybreak this morning I saw ice taken out of a pond in the settlement, one-tenth of an inch thick, the product of the past night, which proved palpably that winter had actually begun so far as the weather was concerned. The waters on the western plains have fallen so low now, that the Taku road has been, for four days, free of water; and during that time I have seen people travelling on it from the direction of Taku and going to Tientsin city. Owing to being covered with water from the bursting of the river banks, it has been four months unused.

During the past two weeks there has been considerable bustle and life on our settlement Bund, arising from the landing of the cargoes of the several steamers of the S. S. N. Co. and the C. C. S. Co., which have lately rapidly, one after another, come into port. Tientsin at this time of the year very fortunately can, for some months to come, be depended on for dry fair weather; hence the owners of goods do not fear, on their goods being put on the Bund, that they be injured by rain. The cargoes are landed at once on the Bund to facilitate the quick despatch of the steamers to bring more merchandize in before the river be closed by ice, which will probably take place in three weeks time above Taku. The goods remain on the Bund for from twelve to forty-eight hours, till the Shanse men and other owners can bring cargo-boats to take them up to town. The steamers have consequently, as already mentioned, great facilities at this port for rapid despatch; and the owners of the goods have also, on their part, better facilities for examining their goods when being put on shore than if they were dropped from the steamers into small cargoboats alongside. Hence the Bund is of advantage both to the steamers and to the owners of goods coming in them.

His Excellency Ting-show-chang, the territorial Taoutai at Tientsin, went down this forenoon in the small passenger steamer *Fungseang,* which runs between Tientsin and Taku, to the new fortress of Sin-ching, a short distance above Taku, accompanied by a military mandarin of the red button class, no doubt one of the leaders of the Southern Legion. A new kind of Gatlin gun was brought here by an American in the *Sin Nanzing* this trip, and I hear it will be sent this afternoon to town, to the Viceroy's yamen, and will be shown to his Excellency to-morrow morning at seven o'clock. It is a sample gun, and the importer hopes to do some business with the Viceroy in such warlike machines.

The only foreign vessel which we have had in port these last four days, left here this morning for sea; and as the season is now nearly at an end for sailing vessels coming up to Tientsin, we may conclude we shall this year see no more of that class of craft off the settlement.

We have at present three foreign vessels of war in port, which will remain here all the winter, namely one British, one French and one Russian gun-vessel. It is said we may also expect the U. S. gunboat *Palos.* If she comes we shall be well provided with vessels of war for our protection during the coming close season. There are two Chinese gunboats in harbour, but it is not yet known if they will remain during the winter.

We read some weeks back in the *Peking Gazette,* that the Emperor had allotted 300,000 to 400,000 taels of silver for the purchase of grain to feed the distressed people of the inundated districts; but we have not heard of any grain for that purpose having yet come into port. It is true that the river will be open for three weeks yet, and by the aid of the Chinese Merchant Company's steamers a large quantity of grain may still be brought. This we will suppose will prove to be the case.

8th November.

I am told that nothing has yet been done in the way of the business with the Peruvian Mission; and there is a wide gulf to be bridged over before anything can be done. The arrangements for the Cuban embassy do not seem to progress smoothly either; at least Messrs. Macpherson and Huber are still at Peking. A mandarin told me some time ago, that the Government were going to work the coal mines in the Nangking region on European principles. But I hear that the mandarins in that neighbourhood have caused a hitch. Li Hung-chang had arranged with a Shanghai Chinaman, named Wy Yuen-chong, to undertake the work. But the mandarins did not like to see the chance of pickings slip away, and got up a report that the people objected to the Wy Yuen-chong arrangement, as being really of foreign conception, and wanted the work done under mandarin auspices. The people, however, hearing of this, put out a proclamation that they didn't want the mandarins at all, and were quite satisfied with the first project. It is the old tale—the mandarins really opposing everything, and trying to put it on the people.

The territorial Taoutai, Ting-show-chang, returned last night from an inspection of the Sin-ching fortress. We hear of there being

frequent communications between the Peruvian officials and the Chinese authorities, so presume some progress is being made in arranging a treaty. We have not heard anything from Peking respecting the mission to Cuba or Peru, since the report of some contretemps having unexpectedly arisen between the Taung-le Yamun and the Spanish Minister, as to the despatch of the mission.

November 11th.

YOKOHAMA.

(*Japan Mail, November 8th.*)

The following account by an eye-witness of the accident which befell the Empress on Friday evening last, may be relied on as trustworthy. The occurrence has been a source of great and general regret among the foreign residents. The Empress, accompanied by her mother, and a lady of the household, was driving out to pay a visit in a close carriage, drawn by two foreign greys. Coming down an acclivity near the Kobusho, the pole-strap gave way, and the horses startled, and with their heads in the air, dashed off. The coachman lost all command, and the horses, carriage and occupants of it were all thrown over an embankment into some deep water which forms the reservoir for the silk-mill of the Kobusho. Fortunately, the carriage, being closed, did not fill with water, and the three ladies were soon extricated with slight injuries only. One of the horses, the one which was under the pole, was drowned, the other is not much hurt, nor is the coachman, but a *betto* is said to be seriously injured. The Empress and the ladies were taken to the Kobusho, where wraps and a fresh carriage were procured for them, and from thence they were conveyed home.

It is impossible not to regret the retirement of Soyéjima from the Cabinet at this moment, whatever may be the abilities of his successor, and these are highly spoken of. The late Foreign Minister is a man of very liberal views, he thoroughly understands the foreign question, and he has the credit of being very true to any engagement he makes, or promises he enters into. He has certainly gained the confidence of the Foreign Ministers, and his experience and knowledge are so ample that he can ill be spared from the Cabinet during the discussions which the approaching revision of the Treaties must produce. We have elsewhere treated the question of the late changes in the Cabinet, and shewn that there is reason to look upon them rather as the fruits of a wise and truly far-sighted than a retrogressive and illiberal policy. It is conceivable that the late Foreign Minister may have urged upon his colleagues measures in regard to foreign affairs of the prudence of which their recent experience has made them somewhat doubtful, but it is on that very account that we are most disposed to regret his absence from the Cabinet at this moment, though his secession may have been unavoidable under the circumstances which brought about the late crisis.

The death, at the early age of 28, of Dr. Bayley Done, has made a gap in the medical staff of this place, the extent of which can only be appreciated by those who knew him as intimately as the writer of these lines. Endowed by nature with a clear mental vision, the acuteness of which had been increased by patient and intelligent study, he possessed in a high degree that ponderating power, if we may so call it, which estimates at its true weight and value the facts presented or the arguments addressed to it. At an age when many men have either adopted conventional opinions from defect of the power of forming them for themselves, or are cast about from side to side as the latest theory appeals to them, Dr. Done had so adjusted the balance of his mind that every new fact or opinion was weighed there with a singular justness and impartiality. He also possessed the somewhat rare faculty of seeing distant relationships between facts or phenomena wholly unsuspected by less acute observers, and when some new fact or generalization was brought to his notice he affiliated it with singular rapidity, and generally with perfect accuracy, with recognized conclusions at first sight wholly unrelated to it. His restless and enquiring mind was deeply devoted to the pursuit of truth, and if the difficulty of finding it, or even the direction in which it lay, too often repulsed him with chilling effect, this pursuit was as brave as it was worthily sustained. He was deeply attached to his profession, jealous of its honour, and ever alive to its high duties in the service of humanity.

Captain Lane has addressed the following acknowledgement of the hospitable attention of the Japanese, along the line of route, to the shipwrecked passengers, officers and crew of the steamer *Ariel*.

"Nov. 7th, 1873.

"To the Governor of Kanagawa Ken.

"Sir,—Allow me to tender the sincere thanks of this Agency, for and on behalf of the P. M. S. S. Co., for the kindness shown and tendered to the captain, crew, and passengers of the late steamship *Ariel*, wrecked the 27th ulto., off Toyama Point.

"The Captain with his ship's company having reached here safely overland, speak in the highest terms of the uniform kind treatment and attention shown them from the people along the route they came from the scene of disaster.

"Again accept our thanks for the above attention.—I have the honour to be, respectfully yours,

"GEO. LANE, *Agent.*"

An excellent movement has lately been set on foot here for the establishment of a Sailor's Home, and we hope it may meet with all the support it merits. The position of sailors arriving at a port destitute of such an institution, is deplorable. They are driven to haunts which are enough to drag down men far better guarded against the dangers which there beset them than sailors usually are or can expected to be. As a letter elsewhere observes, the officers of ships have clubs and the houses of friends or acquaintances ashore to which they can resort. The sailor is driven to the worst houses and dens in the place; who can wonder that he does not improve under this regimen? A noticeable feature in the local scheme alluded to, is that the sailors themselves have been foremost movers in and supporters of it.

News has reached Yokohama that the *Columbine*, a Japanese owned steamer, has been lost near Oosima. The report alleges that the European captain is not responsible, as the charge of the vessel was taken out of his hands.

NAGASAKI.

The men left in charge of the Russian steamer *Nicolai* returned on the 4th inst. During the gale of the 29th ulto., the sea broke over the wreck so much that they were obliged to seek shelter on shore. The reef upon which the wrecked steamer now lies, is not put down in the charts, and at high water it is completely covered. A severe typhoon has occurred lately in the north-eastern part of the island. Many houses were blown down, and several people were killed. Viscount S. Januario, Governor of Macao, and Minister Plenipotentiary to Japan, arrived by the P. M. S. *Golden Age*, on the 6th inst., *en route* for Yokohama. A salute of 17 guns was given by the U. S. S. *Lackawanna* in his honor. Mr. Oshima, who is at the head of the Mining Department, has been in Nagasaki within a few days past, on a tour of inspection. He has been with the late Embassy around the world, and has visited the principal mines in Europe and America. He has just come from Tazima, a well-known island west of Kiushu, between the latter and Corea. Extensive coal deposits are found in Tazima, which was noted as early as 675 A.D. for its silver-mines. Mr. Oshima expresses great confidence in the mineral resources of Japan, and thinks that in compares favorably in this respect with the best mining regions of Europe. He believes that although, hitherto, the receipts have been often more than counterbalanced by the expenses, with the poor methods in use, yet by the gradual introduction of the foreign system, the mines will become a source of great revenue to the Government. An investigation was held at the U. S. Consulate on the 6th inst., concerning the accident which occurred upon the last trip of the P. M. S. *Golden Age* from Yokohama, in which a native fishing boat was run over. The Court acquitted the *Golden Age* of blame, but recommended that the Company should give compensation to the families of the deceased and injured men, and owners of the boat. At a meeting of the creditors of the estate of Glover & Co., held on the 1st instant, it was agreed to transfer the share of Glover & Co. in the Takasima mine, together with all the machinery thereon, to the Japanese, for $400,000. A lease of half of the mine was given to Glover & Co. in June, 1868. The other half, owned by Hizen, is now held by the Kobusho, or Department of Public Works. It is rumoured that the Creditors will not realize more than from 30 to 35 per cent. by this sale. A regatta is to be held on the 15th. The anniversary of the birth of the Mikado was duly observed on the 3rd instant. The *Express* says H. B. M.'s corvette *Rinaldo*, and the United States corvette *Lackawanna*, were both dressed out with flags on this occasion. At noon the customary salute of 21 guns was fired by these vessels, but from the Government fort the number of guns was 101; the first time the number has been so large. In the evening several buildings were illuminated with lantern. The same paper records, in feeling terms, the death of one of the earliest pioneers of British commerce in Japan, a name well known from the very opening of the port, at which he was for some time French Consul, a name well known in China to many residents now there, and well known in India to residents of a past period,—Mr. Kenneth Ross Mackenzie, who died in his seventieth year. Few people, even living to the same age as Mr. Mackenzie, have gone through such varied experiences of life, and it is allowed to very few to attach such warm friends to himself as he did. His experience embraced the recollections of a long residence in India, a long residence in China, and a long residence in Japan, the enjoyment at home of fortunes made, and the enjoyment again in the East of hard work (and this he thoroughly enjoyed) to rebuild those fortunes. His associates out here, and they were all his attached friends, although of a newer generation, looked upon him as their most sympathising chief, their willing adviser in young and enthusiastic ideas, and their best companion in amusement or trouble. Always genial, always anxious to help, always capable of advising and ready to advise, always the best type of a fine old English gentleman, Mr. K. R. Mackenzie has left amongst us a name which we, when our time comes, may feel proud if we have been able to emulate. After some years absence in Osaka, Mr. Mackenzie returned to this port a short time back, in failing health; and also, we cannot doubt, with the wish to be near his oldest and best friend in what he must have looked upon as his last moments. And the appreciation he showed of the untiring attentions and affectionate anticipation of every want shown by his old partner, must always, to that attached friend, remain a pleasant reminiscence in his own life.

HIOGO.

The Mikado's birthday seems to have been celebrated on the 3rd instant with much éclat. The *Hiogo News* says the whole of the native town was early dressed with the usual holiday lanterns. The English men-of-war "dressed ship;" the merchant vessels following suit as far as they were able, and at noon H.B.M.S. *Iron Duke* and *Cadmus* fired royal salutes. One native official presented a most "fearful and wonderful sight" as he rode down the native bund, and during the performance of the band of the *Iron Duke* in the afternoon, the Governor and most of the Kencho officials attended in full evening costume, topped by the orthodox "stove-pipe" hat. The morning was occupied with the usual complimentary visitings amongst the officials, and the day was brought to a close by an entertainment at the Kencho, at which most of the local Consular officials attended, and for which the premises were decked out with lanterns. Though there was no doubt, according to Japanese custom on such a holiday, a reasonably large quantity of eatables and drinkables disposed of, we have heard of the occurrence of no *contretemps* to mar the recollection of the festivities of the day. Admiral Shadwell was to leave for Nagasaki in H. M. S. *Iron Duke* on the morning of the 5th. The Japanese steamer *Columbine* is reported to have dragged her anchors, and taken the beach at Tanabe, but was likely to be easily towed off by the *Wilhelmina Emma*, which had gone to her assistance. A line of telegraph is being constructed between Aomiri and Tokei, and a third wire to be run between Yeddo and Nagasaki. The Custom House receipts in October were $42,704, the largest since the port has been opened. The following dodge, lately practised at Osaka, may afford a useful hint to opposing steamer companies in China: "The people in charge of the *Wanquamaru* carried out a very ingenious 'dodge' on Sunday last, which combined the doing of as much injury as was conveniently possible to the *Budjimaru*, with as much swindling as could be practised upon their own passengers. When the two vessels were at Osaka together on that day, the former reduced the fare to a quarter of a bu, thereby compelling the *Budji* to do the same. By dint of forcibly carrying some country people on board their boat they succeeded in filling her, and then, casting off one rope as if starting down the river, they collected the remaining three-quarters of a bu from their unfortunate and sheeplike victims."

VISIT OF H. M. S. "CURLEW" TO THE LEWCHEW ISLANDS.

(*N. C. Daily News.*)

H. M. S. *Curlew*, Commander Church, having on board Mr. Brenan, of H. M. Consulate, left Shanghai at daylight on the 8th instant, for the purpose of presenting to the King of the Lewchew Islands the gold watch and chain which H. M. Government had sent out, as a mark of gratitude for the kind treatment extended to the surviving crew of the *Benares*. The *Curlew* anchored in the harbour of Naphakiang on the afternoon of the 11th, after safely winding her way through the coral reefs which make this neighbourhood so dangerous. The beach was soon lined with natives, while a few canoes came out to reconnoitre, and before long a boat came off with a supply of live stock and vegetables, which was tendered us a peace offering. On landing, Naphakiang was found to be a clean and regularly built town, with broad even roads running through it; and the inhabitants, who greatly resemble Japanese both in dress and manner, at once began to show their foreign visitors much attention and civility. In an inner harbour were seen a few Japanese junks, apparently laid up, and a number of canoes, but no signs of activity there or elsewhere showed themselves. As in Japanese towns, there were several public tea-houses, where the foreign party was invited to sit down and take tea, but until a Japanese official was unearthed there was some difficulty in expressing more than could be conveyed by signs. Inquiry shewed that the principal town, where the King lives, was about three miles off, so in order that due notice of the friendly mission might be given, the visit to the capital was postponed to the next day.

At the appointed hour a party of six landed, arrayed in all the splendour which gold and silver can bestow, and a procession of no mean appearance was made. Kanghos and ponies of very small size had been provided, so that, some mounted and some seated, the party made its way to Shoodi, the capital. A paved road leads the whole way, running up and down hill regardless of the angle of inclination, and lined on both sides by thick hedges of cactus, orange trees, and box. After a painfully hot tramp, for saddles and Kanghos both proved unendurable, the procession reached the outer gate of the main street of Shoodi, it must be confessed a little the worse for the exertion. Passing along a broad smooth asphalt road, the gate of the palace was reached, and a series of stone steps brought the party to the Audience Hall. There it was met by a collection of officials, from amongst whom emerged a dignified looking old gentleman, who announced himself as the King's uncle, and Prime Minister of the islands. His Majesty unfortunately had been ill for some days, and had to forego the pleasure of receiving his visitors in person; the uncle, however, had been appointed by him to do the honours and entertain the guests. Much as it was to be regretted, there was no getting over the King's illness; so Captain Church, after the preliminary salutations had passed, produced the watch and chain, and in handing it to the Prime Minister, made a short oration, which was intently listened to by the officials present, who every now and then bowed gracefully as allusion was made to the pleasing traits in the Lewchewan character. This being over, the stiffness of the proceedings relaxed, and the party sat down to an elaborate repast which had been tastefully laid out on numerous small tables. While the attention of the foreigners was diverted by the tempting things before them, the Prime Minister slipped out, to show the watch, as the others explained, to the King—his nephew. Dish after dish disappeared, and saki flowed abundantly; as time worn on, the Lewchewan officials threw off all restraint and engaged in pleasant conversation, which was only cut short by the approaching darkness, which made it necessary for the foreign party to return to the ship. Before parting, however, the Lewchewans let out something about another wreck, which resulted in the *Curlew* going down to the Miacosima group.

Subsequent exploration shewed that a good road runs across the island to the Pacific shore, but no traffic seems to exist. So far as could be seen during the short visit, the island is thinly inhabited, and the inhabitants are poor but happy looking. Shoodi itself contains some thousand houses, the red-tiled roofs of which peeping through the luxuriant trees which crown the hill, gave it at a distance a very picturesque appearance. No shops, save a few stalls, where tea-pots and hairpins appeared to be the stock-in-trade, were seen, and the inhabitants were very reluctant to accept money for their wares or services. Every time any of the foreigners landed, an official, ubiquitous in his movements, was sure to be at hand, and ponies were always in readiness, for which payment would on no consideration be accepted.

On the 14th the *Curlew* left for the Miacosima group, in search of the shipwrecked foreigners, who however turned out to be the crew of the *R. T. Robertson*, who reached Formosa some three months ago.

CHINESE ACCOUNT OF THE AUDIENCE.

The following translation of a curious native account of the Audience is given by the *N. C. Daily News*:—

At Peking, since His Majesty's assumption of power, rain and sunshine succeeded each other in due season, and the public mind has been tranquilly at rest. As regards the audience of the foreign envoys, what they wanted at first was to be carried in sedan-chairs within the the great gate of the Palace (*Tai ho Men*), and to enter the reception-hall wearing their swords. They demanded that the Emperor should descend from his throne and, with his own hands, receive their letters of credence; but upon this the Grand Secretary, Wên-hsiang, smashing his tea-cup into fragments, sternly opposed the idea, and thus it came to be agreed that the audience should take place at the Tszu-kuang Ko, on the 6th day of the 6th moon. The ceremonies were rehearsed on the preceding day at the Tsung-li Yamên. This was done in an informal way, amid chatting and laughter, and no particular attention was paid to the matter. On the day itself the entire brigade of Guards was on duty at the West Park Gate, in bright array and with drawn swords. The French, American, British, Russian, Prussian, and Austrian representatives—in all 12 persons from six different countries—were all permitted to wear their swords, and were introduced by heads of department from the Tsung-li Yamên within the gateway of the Park. As they passed each entrance in succession, the gate was locked. On reaching the foot of the dais the high functionaries of the Tsung-li Yamên led them up the steps. His Majesty having ascended the Throne, the envoys were led to the space at its foot, where they performed the ceremony of inclining the body. They did not kneel. By the side of the steps there was placed a yellow table, and the envoys stood in rank to read out their credentials, the British having the leading place. When he had read a few sentences he began to tremble from head to foot, and was incapable of completing the perusal. The Emperor asked: "Is the prince of your country well?"—but he could utter no reply. The Emperor again asked: "You have besought permission to see me time and time again—what is it you have to say to me?"—but again he was unable to make answer. The next proceeding was to hand in the credentials, but in doing this he fell down on the ground time after time, and not a syllable could he articulate. Upon this Prince Kung laughed loud at him before the entire Court, exclaiming: "Chicken feather!"—and gave orders to have him assisted down the steps. He was unable to move of his own accord, and sat down on the floor, perspiring and panting for breath. The whole twelve shook their heads and whispered together; no one knows what. When the time came for the assembly at the banquet, they still remained incapable, and dispersed in hurried confusion. Prince Kung said to them: "You would not believe that it is no light matter to come face to face with His Majesty—but what have you got to say about it to-day! This is what we Chinese call 'chicken feather,' and it will be a joke for the whole Empire!"

At the time (of presentation) the Throne was not more than a few paces off, and yet, as (the envoys) themselves declare, they did not get sight of the celestial visage. Everybody says there must have been some divine apparition before their eyes, to cause them to tremble and be afraid as it turned out.

HAIR DRESSING BY LAW.

The *Hiogo News* publishes a communication from a correspondent which throws a good deal of light upon the subject of hair-dressing. The communication appears to have been suggested by the following Government proclamation:—

"The *Mage* of every male who has not, on or before the 25th of present month (January, 1873) adopted the European manner of wearing the hair, will be cut off by the policemen at the time and place of apprehending such offenders, for which purpose said policemen will be provided with scissors, &c."

A Government notice, of which the above is a translation, was posted on the Municipal Notice boards at the open ports at the beginning of the year, and since then has gradually been posted in every town and village of the Japanese Empire, the places farthest removed from Foreign intercourse being the last to receive it. Of course, if the notification be carried out, its effect will be to do away with many most curious old customs in connection with hair-dressing in this country.

My only object in writing to you now is, to give a short account of the manners and customs of the Japanese in connection with this matter of hair-dressing, as it seems quite probable that it may soon become one of the things of the past, concerning which information may be difficult to obtain. I will begin with the child directly after birth, and follow it up to manhood.

As soon after birth, then, as it is considered practicable, the head of every male child is shaved. The time when it is considered quite safe to do this varies very much in different parts of Japan,—in some places it is not done for thirty days, and in other places it is done as early as three days old. The ceremony was called the Ubu-yore, or first shave, and was generally made the occasion of a family gathering, the hair which resulted from the operation being disposed of in some fanciful manner;—in Yedo it was thrown under a certain bridge; in the province of Kishiu it was the custom to bury it under or near the threshold of the entrance door; in other places it was the custom to throw it into a river. From this period till the age of three, the child's head was kept clean shaved, with the exception of one small tuft above the nape of the neck. The next change, which commenced from the child's third year, was that he was permitted to wear on his head three tufts, or rather two tufts and a "whorld," the latter being situated on the crown of the head and the two former one on each temple, just above the spot where phrenologists place the organ of ideality. (We commend this fact to the notice of phrenologists generally;—the special protection of these "bumps" during the early years of life may, it has been suggested, have something to do with the acknowledged talent of the Japanese in the matter of decorative art.) The child's head was kept in this state till between the ages of seven and nine, from which time the whole of the hair of the head was allowed to grow, except on one small oval patch between the crown of the head and the forehead, which was kept clean shaved, and when a sufficient length of hair had been developed it was combed backwards and fastened up into the natural queue or "*mage*," which Japanese word simply signifies a bend or curve. The practice of tying up the hair at the back or top of the head appears to have arisen originally as a mere matter of convenience, as in Japanese pictures which represent events of *very* ancient times, the hair of many of the persons pourtrayed does not appear to have had the benefit of as much combing as could have been done with a three-legged stool.

No further changes than those described above took place in the method of wearing the hair, till the youth had reached his fifteenth or seventeenth year, when the ceremony of *Gempuku* was performed, which is something equivalent to coming of age amongst Western nations. The sixteenth year was considered an unlucky one, so that one of the two above-mentioned was chosen, according to the size and appearance of the candidate for manhood, and a lucky day having been fixed upon, a great feast was prepared for all friends and relatives. The hero of the occasion, if entitled by his rank to wear clothes of ceremony, donned them for the first time that day, and then went through the principal ceremony of the occasion, namely, having the top of his head shaved from the forehead to the crown, leaving the hair on the back and sides of the head intact. Of course this important operation was performed by no ordinary person, the operator being always if possible a person of some celebrity, and at the same time not a relation of the family, and he was from that time forth entitled to some token of remembrance from the youth on every occasion of rejoicing, he of course giving his patronage and protection in return. The hair shaved off was placed on a piece of white paper supported by crimson and gold threads stretched across a peculiarly shaped wooden stand, elaborately lacquered. The ultimate fate of this hair differed both according to locality and the idiosyncracy of the person shaved; some buried it, some threw it into a river, and some preserved it. The youth was also at this ceremony re-named, unless it happened, as was sometimes the case, to be his godfather who officiated on the occasion. The hair was then gathered up at the back of the head, well oiled and waxed, and then tied up into a queue with a peculiar string made from paper, and the queue, generally worn of a length of from eight to ten inches, was further oiled, waxed and compressed till it resembled a stick of black sealing wax, next bent forward over the shaven crown and then tied down into that position with the ends of the same string which had been originally used to hold it together. The youth was now considered by himself and others to be a man, and was entitled to a man's privileges.

It has been already mentioned that the origin of the system of fastening the hair into a queue was simply convenience, but it was afterwards continued to meet the necessities of the peculiar head covering worn by all Japanese officers in ancient times. This was of such a curious shape that it refused to remain on the head without something to steady it in its place, and the queue (which was then worn upright) did service for a peg, and thus secured the head dress from falling off. The head-dress was abolished about three hundred and fifty years ago, at which time the practice of shaving the crown of the head was commenced. The Japanese account of the origin of the introduction of this practice into general use is as follows:—The Shogun in office, Ashikaga Yoshiye, whose supineness did not please his followers, was murdered by his chief officer, Matsunaga Hisahide, who elevated to the rank of Shogun, Ashikaga Yoshikaga, who was only a tool in the hands of this Matsunaga Hisahide. The latter, who had the prosperity of the army really at heart, and added greatly to its efficiency by abolishing many useless customs and introducing some useful ones, wished, after committing the above deed, to have some plain proof of his popularity and power, and accordingly issued an edict that all those who were devoted to him and his cause should shave the crowns of their heads. An enormous proportion of the population did so, and though Matsunaga Hisahide soon afterwards lost his own life, the custom had long since prevailed. The ceremony of *Gempuku* (coming of age) is, however, of a much more ancient date than the head-shaving, which was one of the principle ceremonies of late times, and was previously observed in a different manner.

Of course, in such a country as Japan, where for so long a time so much has been thought of condition, state, and ceremony, different methods of wearing the hair were sure to be introduced, and we accordingly find that it soon became to some extent a distinguishing mark of rank, which was indicated principally by the thickness of the queue and the angle at which it pointed forward over the head. Daimios wore it sometimes several inches in circumference, reaching forward over the forehead and bound round with purple silk braid. Priests kept, and still keep, their heads clean shaved, and doctors do not shave their heads at all.

One of the results of this extremely artificial method of wearing the hair has been that nearly every Japanese has had to employ a hair-dresser, no man being able to dress his hair properly for himself. The process, as might well be imagined, was a tedious one, occupying generally an hour; and fond of gossip as the Japanese are, they could not put up with this invasion of their time every day,—which brings us to the origin of the national pillow, which had to be made of a shape which would not derange the hair. It consists of one or more pieces of lacquered wood, constituting a block about eight inches high, six inches long and two inches wide, and in a groove on the top of this, cut for its reception, is placed a small cotton bag shaped like a "German sausage," and filled with rice husks or some kindred substance, so as to form a kind of pad. Many Japanese, it may here be mentioned, get so used to this singular (to look at) way of sleeping, that they consider it no particular hardship to have to use a wooden block without any pad at all. Another result of the system is that hair-dressers in Japan visit their customers, as a rule, not the customers the hair-dressers; and it is no uncommon sight of a morning to see a Japanese merchant and his clerks sitting in the house and conversing with customers, while the peripatetic hair-dresser attends to their heads consecutively.

Taking all the circumstances into consideration, the Japanese would unquestionably be gainers by the carrying out of the edict which is the opening sentence of this article. They would gain time, save money, sleep more comfortably, and be able to wash their heads, supposing that, amongst the foreign fashions they have an occasional "tage" for adopting, they should ever adopt that one.

THE MARINE COURT OF ENQUIRY ON THE "GLENLYON."

The following finding of the Court, into the management of the above vessel on her voyage from Singapore to this port, is published in Saturday's *Gazette*:—

FINDING OF THE COURT.

1.—We find that the British steamer *Glenlyon*, Official Number 68,010; 1,373 registered tons; John Templeton, No. of whose certificate of competency is 20,767, Master, left Singapore with from 2,500 to 3,000 tons of cargo, and about 280 Chinese passengers, bound to Hongkong.

2.—We find that there were no spaces below appropriated to the passengers or their baggage.

3.—We find that the *Glenlyon* was licensed at Singapore to carry three hundred passengers, the accommodation for whom, according to the licence, was the *Upper Deck*.

4.—We find that the *Glenlyon* met with a very violent storm on the 30th ultimo, at about noon, in latitude 15.46 North, and longitude 112 36 East. The storm lasted until 6 a.m. of the 1st instant. During this interval of time the ship was, from being very deeply laden, and from her peculiar construction—one of great length and disproportionate breadth—in great peril of foundering.

5.—We find that during the storm three Chinese met their death from exhaustion or from injuries received from the washing about of the baggage; one Chinese jumped overboard; and one seaman, George Kay, was washed overboard when at his duty at the relieving tackles.

It is in evidence that one Chinese, after the vessel's arrival at this port, stabbed another passenger, and then made his escape by jumping overboard.

In the Chinese evidence it is stated that some of the passengers were washed overboard, but their number is not known. This evidence is, however, of so uncertain a nature, that no reliable conclusion could be come to on this point.

6.—We find that the master and chief officer, under the circumstances, did all they could to secure the safety of their passengers, by order, causing them to be provided for in the saloon, ship's forecastle, chart-room, engine-room, and similar places; and that the majority of the passengers were provided for in this way.

7.—We find that the crew received compensation from some of the Chinese for the accommodation their forecastle offered; but it does not appear that this had any influence on the alleged loss of life, as many went into this space without paying anything.

8.—We find that the chief engineer most improperly permitted the engineers and firemen to receive compensation for sheltering passengers in the engine-room.

The Court regret having been unable to ascertain with more exactness than they have, the number of Chinese that were actually lost on the voyage. Had the passengers been counted on going on board at Singapore, the Court's finding on this head would have been more satisfactory.

The licence issue at Singapore is attached to the minutes. It is unsigned, and has an erasure changing two hundred into three hundred passengers as licensed to proceed. The master in his evidence states that the licence is in the same condition as when he received it.

The Court thinks it their duty to state that it is to be regretted that any deeply laden ships, proceeding on similar voyages, should be allowed to carry unsheltered or deck passengers.

Given under our hands at Hongkong, this fourteenth day of November, 1873.

C. MAY, *First Police Magistrate.*
H. G. THOMSETT, *Navg.-Lieutenant R.N., Harbour Master, &c.*
H. LOWCOCK, *Un-Official Justice of the Peace,*
R. H. CAIRNS, *Government Marine Surveyor,*
SETH DOANE, *Commanding British Steamship "Mikado."*

Confirmed, A. E. KENNEDY,
Governor and Commander-in-Chief

LOSS OF THE "ARIEL."

COURT OF INQUIRY AT THE AMERICAN CONSULATE.

A Court of Inquiry, called by the Agent of the Pacific Mail Steamship Company, was held at the United States Consulate, to inquire into the circumstances attending the loss of the P.M.S.S. *Ariel*, on the 27th ultimo.

The Court was composed of the following gentlemen:—Geo. N. Mitchell, Esq., Acting-Consul, president; Chas. J. M. McDougal, Commander U. S. Navy, and senior naval officer present; Capt. J. D. Carroll, and Capt. J. M. Batchelder.

The first witness called after clearing the Court, was—

Captain Newell, who said: He had been at sea nearly 18 years. Was in command of the *Ariel* at the time of the accident. Left this port at about 6 p.m., 26th Oct. Steered the usual courses down the bay, nothing of any note occurring. Passed Cape King at about 10 p.m., at that time northerly winds prevailed. Passed Cape Inaboye at half-past 9 a.m. on the 27th. After sunrise, the wind increased from the N.N.W. After passing Inaboye, the wind was still increasing, and sea rougher. On this account he deemed it advisable to keep closer in to the land. Kept the ship on a northerly course, and continued on that course until 7 p.m. After this hour, he changed the course of the vessel one point to the eastward. Made the high land, as he supposed, off Cape Nakuna, close upon 7 o'clock. At half-past eight they were abreast of the cape before mentioned. As he judged, on referring to the chart, and by the bearing of the land, he was about five miles off. At half past eight changed the course to N.E. by N. Kept on this course until a few minutes to nine o'clock. They were abreast of Toyeyama Point. He judged they were at least four miles off. As a precaution, ordered the hand-lead to be cast over. The first cast, the leadsman reported thirteen fathoms. But subsequently he got no bottom at all. Then changed the course to N. N.E. This was about nine o'clock. Were just passing Toyeyama Point, after cautioning the officer of the deck to keep a good look-out, when he went to his room, some five minutes afterwards. Witness told the officer to note the time when Toyeyama bore west. Was sitting in a chair reading the newspaper when the ship struck, it might be some eight minutes after entering the cabin. He immediately went on deck, straight to the engine-room, and enquired if the ship was making any water. He thought by the feeling that the ship had slid over a reef. The engineer reported that she was making no water. He, in consequence, ordered him to go ahead. Almost immediately after having given the order "to go-a-head," he felt sure she was on a reef by the peculiar rolling.

To Court: He could not say positively whether it was a reef or a sand-bank. At the time he thought it was the latter. The Japanese said it was a reef.

Continuing, witness said that: On finding she was on the reef, he countermanded the first order, and ordered the engines to be backed. Had been backing some two minutes perhaps, when the engineers reported that the ship was making water very first. Witness ran to the engine-room door, and he believed it was the chief engineer who reported that the water was up to the fires. Ordered the engines to be stopped, and all to assist in getting out the boats. All assisted, and the boats were got into the water. He meant by "all," the whole crew. Everyone was on deck running about. The boat the second officer had charge of, was down first. He put some 15 or 20 persons in this boat; he did not count them, telling them to pull in to the land, and try and get assistance. They had thrown up rockets when the ship first struck, and burned blue lights. No gun was fired. Next followed immediately after a boat in which was the purser, an interpreter, and some passengers. The last boat which was lowered was the gig. Just as she cleared the davits, the stern went under water. There were in it sailors, the first officer, and some others, but could not say who they were. Told the first officer to take some people still remaining on board, and transfer them to the other boats—those which could hold them. Just as they left the deck, as he had said, the stern went under water, and as the men ran forward, the water followed them up as far the paddle-box.

To the Court: All the passengers except one, Capt. Blakiston, had left the ship by this time. He ran forward as the others had done.

Witness expected the vessel would soon settle down by the bow, off the reef, and so got into the boat and left her. As soon as they were all in the boats, he told them to pull to the shore. They found a landing on the south side of Toyeyama Point—a small fishing village, called Toyeyama. Witness's boat was the fourth to get to the land. The two behind him could not find a landing place at first. Found the second officer had discovered some fishing boats and their crews lying in to the land. Witness saw him take the few sailors he had in his boat, and some of those men, and go off to the ship again. He had just started when witness arrived. Witness took a fishing boat, and went off also with two quartermasters. Just outside the shore there is a line of rocks. It was here he first saw the chief officer. It was difficult to get the boats through them to the land. But soon after the Japanese lighted fires, and they could see their way better. He told the chief officer to get into another boat and go off to the ship, to try to save anything he could, which he did. When he got to her again, he found the second mate was there in his boat; but he could not get his sendoes to go alongside the ship. Witness, however, induced his sendoes to go alongside, by catching hold of a rope which was hanging over the bow. The two quartermasters, three sailors, and himself, succeeded in getting on to the deck by the bow. None of the other boats would go alongside at all. He supposed it was because the ship was rocking about a good deal. He told the quartermasters to enter the rooms and take all the clothing they could. At this time there was an easterly rolling swell prevailing. After getting what clothing they could out of the forward rooms,—the only ones which were out of water—it was thrown down into the boats; the next got some beef, which was hanging up beneath the deck, and passed that down also into the boats.

To the Court: The after end of the ship was under water at this time. This was about two hours and a half after she had struck; after they had got back to her a second time.

Continuing, witness said that the ship was making some very heavy rolls, and he was much afraid she would go down, so descended to the boats. Remembered when they landed, looking at his watch; it was three o'clock in the morning. Never saw the ship afterwards. Went out again about the break of the day, and at sunrise discovered one of the mastheads.

To Court: Had been in the service of the company since the month of August, 1866. Did not receive, on leaving this port on the 26th, any instructions. Had made some twelve passages between here and Hakodate. Made no difference in his steering on this occasion, except in going a little to the northward on account of the breeze. Had observed no currents setting inshore, only one that, on the contrary, put them off. They were, when the ship struck, about two and a half miles from shore. Could see nothing of the land, although it was a starlight night, and moon very clear. Could not see any rock visible. In coming down he should steer about the same. Passed Inaboye about two miles to the eastward. The current after passing Inaboye is lost. After passing Inaboye, in summer, there is a little southerly current inshore. Were going some eight knots at the time. Had not much confidence in the report about there being thirteen fathoms, going as they were at that speed, so kept him going taking soundings. After passing Cape Nakuna, could see the land all the way until the ship struck, or slightly so. The third officer was on deck when he went below. The officer could see the land.

To Com. McDougal: Had no special instructions as to the distance to be kept from the land.

To Court: Kept nearer in to the land on account of the rough sea, so as to get smoother water. Did not think he had ever been so close in to the land in going up before; might have been in coming down. It was not more than half a minute before he got to the engine-room. Afterwards he started forward. There was not a breaker to be seen at this time, or a swell. As they had struck, had the lead hove over, and found two fathoms, near the fore rigging. Twenty minutes after the ship struck, every one had left the ship.

Court here adjourned till two o'clock.

On resuming the case, Capt. Newell was requested by the Court to point out, on the chart, the course he had pursued on his voyage from this port on the 26th ultimo.

Accordingly he proceeded to explain to the Court, succinctly, the course he had followed. This terminated the witness's evidence.

Re-called: He said that he was aware of the position of the ship at the striking. Although he thought he was far from land, he threw the lead, more from habit than anything else.

John James Grant, sworn, said he had been to sea during the last eighteen years. First entered the Pacific Mail Steam Company's service in April last. Was second mate on board the *Ariel* when she left this port on the 26th ultimo. He was on watch when the ship struck. First saw the land when he went on watch at six o'clock. The weather was slightly hazy that evening. Sighted Cape Nakuna about eight o'clock. The moon had set that night, he thought at about half-past eight o'clock. The captain was on the main deck before he went below. They could see land on the port bow. The ship struck at about ten minutes past nine o'clock. Witness said that at six o'clock the course of the vessel was north. It was altered before they saw Cape Nakuna. The Captain had told him before going below that if they got anywhere near the Cape, to call him. He did so, at half-past eight o'clock, when the course was changed to N.E. by N. Before the ship struck, the course was again changed to N.N.E., some seven minutes he should think. The captain gave the order. The ship was bearing about west off Cape Toyeyama when she struck, at ten minutes past nine o'clock. The lead had been thrown some eight minutes before; had no soundings. There was a sort of cross sea and northerly wind, with an easterly swell, when the vessel struck. Witness was on the bridge at the time. Could see the land distinctly. He could see no breakers between the ship and the shore. The direction of the wind was and had been from leaving port, N.N.E. Considered that they were four miles away from land when the vessel struck. When she struck he was on the bridge, on the look-out, and the captain came up and ordered the wheel to be put hard to port. The room was quite close, and heard the captain give orders to reverse the engines, and to get the boats in readiness for lowering. Did not hear any order given to go ahead. He was next ordered to lower the boat, which was done, and precautions taken that there should not be too many in one boat. There was a very strong current setting southward on the night when the vessel struck. The discipline on board was very good—every man in his place—at the time. It was as good as on any vessel he had been aboard of. Had been, he thought, nearer in to the land, at that particular point, than on the occasion of the vessel striking.

William Kleuth, sworn, said that he was a quartermaster on the *Ariel*. He was at the wheel at six o'clock on the evening of the wreck. He left it at eight o'clock. Had altered his course once during that time. From six to seven o'clock he had steered north; after that, N. by E. He then went forward to the look-out, where he could see land, on the starboard bow. He was ordered by the Captain to heave the lead at about nine o'clock, he got thirteen fathoms. Cast it about five or six times. Afterwards went forward. He was on the look-out when the ship struck. He saw no broken water between the vessel and the shore at the time. There was not much sea, but a big swell. There was a good breeze, nothing uncommon.

To Captain Carroll: Before the ship struck, he had got about eleven fathoms.

To Com. McDougall: He should think that they were about four miles from the land when the ship struck.

To Court: Had been on the Hakodate route some twelve months, but could not say whether they had ever been so near Toyeyama Point before.

The following is the decision of the Court of Enquiry in reference to the loss of this vessel.

The Court of Enquiry, called at the request of the Agent of the P. M. S. S. Co. at this port, to enquire into the loss of the steamer *Ariel*, having heard and carefully examined the testimony adduced do find as follows:—

That the steamer *Ariel* left this port on the afternoon of the 26th October, 1873, at 5 o'clock p.m., bound for Hakodate.

That the usual northerly course was steered after leaving this bay, and until Cape Inaboye was passed, but at what distance from the shore the Court is unable to find.

That after Cape Inaboye was passed, the shore line was closely followed until off Toyama point.

That the same or nearly the same course had not only been steered by the *Ariel*, but has been pursued by other vessels.

That during the voyage moderate winds, sea, and currents were experienced.

That at the hour of 9.10 o'clock on the evening of the 27th October, off Toyama point, the steamer *Ariel* struck on an unknown reef, and became a total wreck.

That at the time the steamer struck she was from 8½ to 4 miles from the land.

That within 20 minutes after the vessel struck her entire stern was under water, and that the rapidity with which she filled, and the danger of her immediately sliding off the reef, prevented the saving of property of any considerable value.

That the reef upon which she struck is not laid down in the Marine Charts.

That from the time the steamer struck, and until all the passengers and crew were safely landed, excellent discipline was maintained.

And the Court is, therefore, of opinion, That in view of the fact, the same, or nearly the same course had been taken before; not only by the *Ariel*, but by the other vessels, and in view of the fact that the reef which the *Ariel* struck is not laid down in the Marine Charts, the Court is of opinion that no blame can attach to Captain Newell. But while it exonerates him, it cannot but think that upon a coast so little known, and so poorly surveyed as the coast of Japan, unless so compelled by stress of weather, Captains of vessels cannot be too careful in keeping a good distance from land, even where the charts do not indicate danger.

The Court is also of opinion the conduct of the Captain, which resulted in the saving of every person on board the steamer at the time of the disaster, is very praiseworthy, and also that the discipline maintained on board his vessel, and his zeal in trying to save property, is commendable.

U. S. Consulate, Yokohama, Japan,
November 10th, 1873.

GEO. N. MITCHELL,
Vice-Consul and President of the Court.
CHARLES J. McDOUGAL,
Commander, U.S.N., senior U. S. Naval Officer present.
J. D. CARROLL, M.M.

Assessor, J. M. BATCHELDER, declined to sign the finding and opinion of the Court.

GEO. N. MITCHELL,
Vice-Consul, and President of the Court.

INTERESTING ADMIRALTY CASE.

COURT OF THE U. S. CONSULATE-GENERAL, SHANGHAI.
November 10th, 1873.

Before George F. Seward, Esq., *Consul-General*, and John Fogg Twombly and John Thorne, *Associates*.

The American Steamship "Ping On."

Mr. Eames for Messrs. Russell & Co., the libellants.

Mr. Rennie for the Hongkong and Shanghai Bank, the intervenors.

JUDGMENT.

Messrs. Russell & Co. claim against the *Ping On* for 11,946.09 Taels Shanghai Sycee, for "certain necessary materials supplied to the steamer to be used and employed upon her for repairs and alterations.

The Hongkong & Shanghai Bank appear as Intervenors, and submit that they have a prior claim against the *Ping On*, in virtue of a mortgage held by them to secure the repayment of the sum of 24,000 Taels, with interest.

The libellants and intervenors agree as follows:—

1st.—The supply of the materials by the plaintiffs to the *Ping-On*, as mentioned in the schedule to the petition.

2nd.—The registered mortgage to the defendants mentioned in the 1st article of the answer.

3rd.—The use of the materials for the repairs and alterations of the *Ping On* as mentioned in the 3rd article of the petition, (but it must be left to the Court to infer, as a matter of law, whether the materials for repairs and alterations were necessaries.)

4th.—The supply of the materials to the ship as shown by the vouchers and accounts, produced by the plaintiffs. But the Court must be left to infer from the surrounding facts of this case, as a matter of law, whether any personal credit was or was not given to the owner.

5th.—The non-payment of the price of the goods supplied by the owner, and his inability to make same, as mentioned in the 5th article of the petition.

6th.—The 4th and 6th paragraphs of the answer.

7th.—The said steamer *Ping On* is the property of a citizen of the United States, resident at Shanghai, and is sailing under letters issued by the United States Consul-General at Shanghai.

8th.—The propriety of the intervention of the defendants as registered mortgagees, and the submission of both libellants and intervenors to the decision of the Court upon the questions between them, involved in and raised by the libel and the petitions of the intervenors.

The issue seems to me one purely of law. The libellants might have taken precautions, perhaps, which would have demonstrated their reliance upon the *Ping On* and not upon the owner. I do not find anything in the evidence to indicate that they did so. I do not mean to imply that the libellants did not suppose that the ship would be reasonable, but in fact they supplied the materials without inquiry whether the supposition could be sustained, or endeavour to create a lien where the law might not give them one in the ordinary course of the transaction.

The opposing Counsel have apparently agreed that the question whether the libellants have a lien, depends upon the point whether the *Ping On*, for the purposes of this inquiry, is a domestic ship; I understand that they severally assent to the proposition that no maritime lien will be admitted for materials furnished to a ship when in her home port.

The Counsel for the libellants holds that the owner of the ship is not in a legal sense domiciled at Shanghai, and that as a consequence the ship is a foreign one.

The Counsel for the intervenors holds to the contrary opinion.

It is difficult for me to understand the reasoning of the libellants' Counsel on this point. The owner of the *Ping On* declares that he was formerly domiciled in the State of New York, but that he has been resident here for many years, and he implies that he is not likely at any time to return to New York for purposes of residence. The *Ping On* herself would under these circumstances be a foreign ship in New York. In fact, if this is not the home port of the ship, it cannot be said that she has a home port.

Now certainly there is no express provision of law which determines that a ship, when she holds sailing papers from the United States Consulate-General at Shanghai, and the owner is resident here, shall be treated as a domestic ship, but this I think must be inferred. At the same time the principle that a maritime lien does not extend to the case of materials supplied in the home port is one of the broadest nature. It is not my part to argue that it is a satisfactory principle or the reverse. The principle exists, and I cannot escape from the conclusion that I am bound to regard it in this case.

In so deciding, I may point out that equity does not in my opinion call for any other conclusion. The owners of ships often require loans upon them. It is not desirable to weaken or destroy the security which borrowers of this kind may offer to the loaners of money. The loaners in this instance took all requisite precautions to determine whether the ship was free from incumbrances and to register and record their mortgage. As I have intimated in the first part of this opinion, the libellants failed to take equal care. Had they done so, they might have avoided the risk entirely, or defended themselves in some manner.

It may be said that the Bank must have been aware that these repairs and alterations were going on, that they should have given notice to the persons concerned of their lien on the ship, and that, as the property secured to them has been improved in consequence, they may be considered as having assented to them, and admitted the expense as a charge which should take precedence of their claim. But the argument is not a good one, for the reason that registry of a mortgage at the Consulate has long been held to be due notice to all concerned. And my experience leads me to believe that such registry ought not to be set aside or made of light effect, but sustained, so that the fullest confidence may be felt in the system and its legal bearing.

My judgment is, therefore—

That the claim of the intervenors takes precedence of the claim of the libellants. The grounds upon which I have arrived at this conclusion would indicate that the libel should be dismissed, but I refrain from making any ruling on this point, as there may be a question whether it is properly before me.

The costs to be paid by the libellants.

GEORGE F. SEWARD,
U. S. Consul-General, Acting Judicially.

We approve the foregoing opinion and judgment—J. F. TWOMBLY, JOHN THORNE, *Associates*.

Mr. Eames gave notice of appeal.

Mr. Rennie asked where appeal lay to.

The Court said in this case to the Circuit Court of San Francisco.

Mr. Rennie enquired whether any further suit had been entered in regard to the *Ping On*.

The Court understood that Messrs. Olyphant & Co. had filed a petition.

Mr. Rennie said he ventured to put the question, because it was desirable that the steamer should be got out of dock as soon as possible and sold to the best advantage. This would have to be done sooner or later.

TEA ADVANCES.

(*To the Editor of the Foochow Herald.*)

Sir,—I do not write to controvert what you have advanced, in opposition to the opinions expressed by me, in my former letters.

But you bring forward another consideration in your last article, which you say militates against the foreign merchants: the practice of advancing money to the Chinese teamen and compradores.

When I read this, I rubbed my eyes, and referred at once to the date of your paper, to see whether it had not been published ten years ago, or more.

For, Sir, as far as the merchants' advances to their compradores are concerned, their present positive amount (if they exist) is utterly insignificant, as compared with what they were seventeen years ago. How much more, then, in comparison with present trade? The system, therefore, was rife when the trade was most profitable, and since it has been given up, the trade has been disastrous. Do I, therefore, advocate such advances? or think that they were the cause of the large profits of those days? I trust that I know better. The trade was profitable, in the face of the enhanced prices caused by these advances. I believe the system to have been vicious in principle, and that it had a direct tendency to raise the cost of the *whole* crop, for the poor result of the advancer obtaining a few parcels of superior quality.

When Foochow first became a port of shipment, it was a *necessity* to adopt this system, in order to get Teas down here, their natural outlet, instead of their continuing to be sent to Canton, which enhanced the cost upwards of six taels.

But, certainly, there was one advantage in the system. It tended to keep up a high standard of quality, and we have never seen teas of such fine quality during the last ten years.

Whether the teamen now obtain advances, and from whom I shall not now enquire, but sure I am that they obtain very little from the *merchants*, compared with what they did fifteen or eighteen years ago.

As my letters have been written with the sole object, of causing consideration and discussion on the important matters raised in this correspondence, I shall add one other cause of the losses of late years.

The enormous amount, and, above all, the undue facilities of *credit* now available.

Credit may justly be called the wings of commerce, by which she extends her blessings to every portion of the globe. It is very far from my intention to undervalue its inestimable benefits. But as wings require sinews to support their expansion, so does credit require capital, which may be called the sinews of commerce: and the more expansive the credit, the larger should be the capital that supports it.

I very greatly doubt whether this is the case in the trade with China. I strongly suspect, that all the evils ascribed to a larger amount of capital being employed in the trade, now than formerly, should be ascribed to the trade being conducted by the resources of credit, with a very inadequate amount of capital to support it.

Truly yours,
EPEA PTEROENTA.

Foochow, 10th November, 1873.

NOW READY,

THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers $1.50
Neatly Bound $2.00

Apply at the *Daily Press* Office.

To be Let.

TO LET.

TWO large and very nice HOUSES, No. 2 and 3, and a GODOWN No. 2A, on Praya East, Marine lot No. 65. The House No. 3 with immediate possession; the other, No. 2 with its Godown, on the 16th December, 1873.

For particulars, apply to the SPANISH PROCURATION, Caine Road, No. 10.

1m 1890 Hongkong, 20th November, 1873.

TO LET.

OFFICES on the first floor of premises on Peddar's Wharf.

Apply to
LAMMERT, ATKINSON & Co.

1m 1834 Hongkong, 7th November, 1873.

TO LET.

TWO ROOMS in Nullah Lane. Water and Gas laid on.

Apply to
A. MILLAR & Co.,
Plumbers,
Queen's Road East.

tf 1802 Hongkong, 31st October, 1873.

TO LET.

THE "BLUE BUNGALOW," situated at Albany Road.

Possession from the 1st of November next.

Apply to
E. R. BELILIOS.

tf 1636 Hongkong, 3rd October, 1873.

TO LET,
With prompt possession.

No. 10, UPPER MOSQUE TERRACE, a CORNER HOUSE, with good view; Four Rooms, Bath and Dressing Rooms, Out-Houses, &c. Water laid on. Rent, Fifty Dollars per month. Apply to
T. G. LINSTEAD.

tf 1627 Hongkong, 2nd October, 1873.

TO LET.

A THREE-STOREY Comfortable HOUSE, in a respectable locality, Hollywood Road, having nine rooms and a fine view of the whole Harbour. Gas and Water laid on.

Apply,
No. 12, HOLLYWOOD ROAD.

tf 1464 Hongkong, 4th September, 1873.

TO LET,
With Possession on 1st October.

NO. 14, Shelley Street, containing Eight ROOMS. Rent, $40 per month.

Apply to
RAWLING, MEDLEN & Co.,
Architects, &c.

tf 1439 Hongkong, 2nd September, 1873.

FOR SALE OR TO LET.

MARINE Lot No. 121, Wanchi, fronting on the Praya, now occupied by the HONGKONG AND WHAMPOA DOCK COMPANY, as a Ship and Timber Yard.

Apply to
S. E. BURROWS & SONS.

tf 1350 Hongkong, 18th August, 1873.

TO LET.

THE HOUSES Nos. 3, 6, and 12 in Seymour Terrace. Apply to
DAVID SASSOON, SONS & Co.

tf 1328 Hongkong, 15th August, 1873.

TO LET.

COMMODIOUS GODOWN and OFFICE in Queen's Road.
LANE, CRAWFORD & Co.

tf 1147 Hongkong, 15th July, 1873.

FOR RENT.

A FIRST-CLASS GRANITE GODOWN, at Wanchi.

Apply to
S. E. BURROWS & SONS.

tf 781 Hongkong, 20th May, 1873.

WANTED.

BY a respectable married woman, a SITUATION at Hongkong or any of the Treaty Ports, to take charge of children or attend on a lady. Would not object to go to England. Address "E. D.," *Daily Press* Office.

1878 Hongkong, 17th November, 1873.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.

tf 1561 16th September, 1873.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR.

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES, particularly adapted for the hot season.

tf 976 Hongkong, 19th June, 1873.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR,
AND
To H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR,
WOOLLEN DRAPER, HATTER, HOSIER,
AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental
tf 192] *Bank.* [Feb 1.

AFONG,
PHOTOGRAPHER,
BY APPOINTMENT TO
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
AND TO
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Invites inspection of his large Collection of VIEWS of FOOCHOW, SWATOW, HONGKONG, CANTON, WEST RIVER, SIECHEW, and MACAO.

WYNDHAM STREET,
6m] *(Formerly occupied by Athletic Club.)* [1654

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 350 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.

tf 387 Hongkong, 1st March, 1871.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Safety Fuse. [1y. 72] May 8

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

THE TOURIST'S GUIDE.—
REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

For Sale.

SAYLE & CO.

BEG to announce to their Customers and the Public that they are now showing their NEW GOODS for the AUTUMN and WINTER SEASONS, which have been carefully selected from the best and cheapest Markets, and are of the newest and most FASHIONABLE STYLES, comprising the following:—

Ladies' JACKETS and MANTELETS in SILK, VELVET, and FANCY CLOTH.

OPERA CLOAKS.

LLAMA, TASMANIAN, SEDAN, and other SHAWLS.

Norwich SILK SQUARES.

COSTUMES and POLONAISES, in new materials of the latest designs.

FANCY TRIMMED UNDERSKIRTS.

TRIMMED STRAW and MILLINERY HATS and BONNETS. (A choice Assortment of the above received Monthly.)

Ladies' and Childrens' UNTRIMMED HATS, in Felt, Velvet, and Straw.

BLACK and COLORED SILKS.

FANCY DRESS MATERIALS of all kinds.

BLACK SILK VELVET.

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Chintz and Printed FLANNELS, for Dressing Gowns.

REAL VALENCIENNES, MALINES, MALTESE, CLUNY, HONITON and DUCHESSE LACES.

LACE and MUSLIN GOODS of all descriptions.

BROCHE SASHES (hand-sewn).

Embroidered BOOK MUSLIN SASHES, Moire, Faille, and Chené SASH RIBBONS.

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A large Stock of LADIES' and CHILDREN'S UNDER-CLOTHING and BABY LINEN, always on hand.

CORSETS and DRESS IMPROVERS.

The Patent Washing CRINOLINE.

RIBBONS, FLOWERS and FEATHERS.

Ermine and Swansdown COLLARETTES, MUFFS, and TRIMMINGS.

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GOLD LOCKETS.

SOAPS, PERFUMERY and TOILET REQUISITES of all kinds.

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DRESSMAKING AND MILLINERY BY EXPERIENCED EUROPEAN ASSISTANTS.

ORDERS EXECUTED WITH CARE AND DESPATCH, AND AT VERY MODERATE CHARGES.

SAYLE & Co.,
GENERAL DRAPERS,
QUEEN'S ROAD & STANLEY STREET
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

BEST PORTLAND CEMENT.

Apply to
FREDERIC DEGENAER.

tf 1441 Hongkong, 2nd September, 1873.

FOR SALE.

JOHN DURAND & Co.'s FAMOUS BORDEAUX WINES:—CLARET, St. Julien Medoc, in Wood. ST. JULIEN, ST. ESTEPHE, MARGAUX, LAROSE, LAFITTE, in 1 dozen cases. HAUNT SAUTERNES, 1865 and 1862, in 1 dozen cases.

Roederer's Celebrated CHAMPAGNE: CARTE NOIRE, CARTE BLANCHE, and GLADIATEUR, in cases of 2 doz. Pints, or 1 doz. Quarts. Eugène Cliquot's CHAMPAGNE, in cases of 1 doz. Quarts.

Startup & Kentish's Genuine PORT WINES and SHERRIES, in 1 doz. cases, bottled in the London Docks.

Blanchy Frères & Co.'s Renowned BRANDIES, of Standard Strength and Purity, in 1 dozen cases.

Peter Domecq & Co.'s Superior Pale Dry SHERRY, in 3 dozen cases.

Apply to PAUL, EHLERS & Co.

1773 Hongkong, 23rd July, 1873.

FOR SALE.

KEROSINE OIL.
TURPENTINE.
White and Colored PRINTING PAPER.

Apply to
VOGEL, HAGEDORN & Co.

tf 1133 Hongkong, 11th July, 1873.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1872. Price $10.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1873.

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CHAMPAGNE,
VEUVE CLICQUOT-PONSARDIN
REIMS,
in Cases of 1 doz. Quarts, and, 2 doz. Pints.

SANDER & Co.,
Sole Agents for China, Japan and Manila.

tf 2151 Hongkong, 15th December, 1871.

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IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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"DAILY PRESS" OFFICE, HONGKONG.

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HAVING received a large and well selected Stock for the
AUTUMN AND WINTER SEASONS,
solicit an early inspection of the following GOODS:—

LADIES' and GENTLEMEN'S PARIS KID GLOVES.

SILK, VELVET, FUR, and CLOTH JACKETS and MANTELETS.

COSTUMES, SHAWLS, and OPERA CLOAKS.

VELVET and SATIN SKIRTS, in the most choice colors.

RICH BLACK and COLORED SILKS, FANCY and BROCHE Ditto.

SATINS, POPLINS, and all the NEWEST MATERIAL, for Costumes and Polonaises.

BLACK and COLORED VELVETEENS, MERINOS, and PLAIDS.

PLAIN, COLORED, and FANCY FLANNELS, for Dressing Gowns.

A Choice Assortment of MILLINERY HATS and BONNETS from Paris.

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SCARFS, TIES, BOWS, and ROMALS, in SATIN and SATIN BROCHE.

LACE and CAMBRIC HANDKERCHIEFS.

REAL LACES, in all makes.

SASH RIBBONS and SASHES, in all the newest colors and designs.

Also,

A few very elegant SPANISH COMBS and TORTOISESHELL PINS, for the Hair.

LADIES' COLORED SHOES, for evening wear.

And,

A carefully selected Stock of LADIES' and CHILDREN'S UNDERCLOTHING, and WOOL GOODS.

1847 Hongkong, 10th November, 1873.

MACAO.

FOR SALE.

THE PROPERTY of a gentleman leaving the Colony:—

A CARRIAGE, Two PONIES, and HARNESS, complete.

Apply to
L. A. DE GRACA.

Royal Hotel,
Macao, 29th September, 1873. [tf 1620

KOSS & Co.,
TAILORS AND OUTFITTERS,
Received, ex latest arrivals,

THEIR NEW STOCK of ready-made CLOTHING, of every description and size, all of the latest fashions and best materials; a splendid fit guaranteed.

They beg also to call attention to their other articles, viz.: Felt HATS, Silk HATS, Vienna BOOTS, WHITE SHIRTS, COLLARS, SCARFS, UNDERSHIRTS, SOCKS, &c.

The Finest French NOUVEAUTES, TROUSERINGS, Black and Blue CLOTH, DOESKINS, COATINGS, TWEEDS, &c., they keep on stock, to solicit orders to be taken by measure.

3m 1625 Hongkong, 2nd October, 1873.

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FOR 1874,
with
ANGLO-CHINESE CALENDAR AND TABLE OF HIGH TIDES AT SHANGHAI.

LANE, CRAWFORD & Co.

tf 1778 Hongkong, 28th October, 1873.

FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.

Apply to
SANDER & Co.

tf 999 Hongkong, 29th May, 1872.

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, AND CANTON
that he has shops established at these places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.

1y 745 Hongkong, 13th May, 1873.

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NOW READY.

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London	Mr.	F. ALGAR, Clement's Lane.
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榮 記 煤 炭

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1343 Hongkong, 16th August, 1873.

Insurances.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co.,
Agents.

tf 1174 25th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or in Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 557 Hongkong, 1st April, 1871.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

JAVA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire at current rates, subject to a bonus of 20 per cent.

ARNHOLD, KARBERG & Co.

tf 1801 Hongkong, 31st October, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 1159 Hongkong, 24th June, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ¼ of the annual rate
Not exceeding 1 month ⅓ of the annual rate
Above 1 month, and not exceeding 3 ... ½ do. do.
Above 3 months and not exceeding 6 ... ¾ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.

tf 314 Hongkong, 16th February, 1872.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

Insurances.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.

1y 966 Hongkong, 18th June, 1873.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1y 15 Hongkong, 1st January, 1873.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ¼ of the annual rates
Not exceeding 1 month ⅓ do. do.
Above 1 month, and not exceeding three months ½ do. do.
Above 3 months, and not exceeding six months.... ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August 1869

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ⅓ do. do.
Above 1 month and not exceeding 3 months... ½ do. do.
Above 3 months and not exceeding 6 months... ¾ do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. 1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.

tf 864 Hongkong, 7th March, 1865.

Vessels on the Berth.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"MADRAS"
will leave for the above place at 3 P.M. TO-DAY, the 27th instant.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 27th November, 1873. [1874

STEAM TO SHANGHAI,
(Taking Cargo at through rates for NAGASAKI and HIOGO.)

THE P. & O. S. N. Co.'s Steamship
"DELTA"
will leave for the above port at 5 P.M. TO-DAY, the 27th instant.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 27th November, 1873. [1875

FOR MANILA.

THE Steamer
"OCEAN QUEEN,"
shortly expected, will have quick despatch as above.

For Freight or Passage, apply to
LANDSTEIN & Co.,
Agents.

tf 1912 Hongkong, 24th November, 1873.

FOR DUNEDIN, N.Z., AND SYDNEY.

THE Steamship
"MIKADO"
will be despatched as above on FRIDAY, the 5th December, at 4 P.M.

Cargo and Passengers will be taken at current rates.

This Steamer has excellent accommodation for Cabin Passengers.

For Freight or Passage, apply to
RUSSELL & Co.

11d 1914 Hongkong, 25th November, 1873.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"LEGISLATOR,"
Capt. Craig, will leave for the above Ports on FRIDAY, the 28th instant, at 5 P.M.

Despatches will close at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

7d 1906 Hongkong, 22nd November, 1873.

FOR SINGAPORE.

THE Steamship
"HONGKONG,"
Captain Symington, will be despatched for the above port on TUESDAY, the 2nd proximo, at 3 P.M.

For Freight or Passage, apply to
KWONG HING,
No. 57, Praya.

7d 1919 Hongkong, 26th November, 1873.

FOR LONDON AND HAMBURG,
via SUEZ CANAL.

THE Steamship
"OLYMPIA,"
Paulsen, Master, will have quick despatch as above.

For Freight, apply to
SIEMSSEN & Co.

tf 1889 Hongkong, 20th November, 1873.

FOR LONDON *via* SUEZ CANAL.

THE Steamship
"HONGKONG,"
Symington, Master, will have immediate despatch as above.

For Freight or Passage, apply to
SIEMSSEN & Co.

tf 1888 Hongkong, 20th November, 1873.

FOR HONOLULU.

THE American Ship
"GEORGE GREEN,"
Captain C. Willcox, will be despatched as above on or about the 11th proximo.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

21d 1896 Hongkong, 21st November, 1873.

FOR LONDON.

THE A 1 British Barque
"GLENISLA,"
Capt. Watts, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 1853 Hongkong, 11th November, 1873.

FOR MANILA.

THE Spanish Barque
"DELIA,"
E. Busozabal, Master, will have quick despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.

tf 1817 Hongkong, 4th November, 1873.

FOR NEW YORK.

THE A 1 British Barque
"KINFAUNS CASTLE,"
Dodd, Master, will load at Whampoa and Hongkong, and will have early despatch.

For Freight, apply to
RUSSELL & Co.

tf 1770 Hongkong, 27th October, 1873.

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship
"GLAUCUS"
will be despatched on or about the 28th instant.

Insurance risks accepted on behalf of the Company as under:—

On Tea 27/. % all risks, 18/. % F.P.A.
,, Silk 18/. % do.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

1895 Hongkong, 21st November, 1873.

FOR SAN FRANCISCO.

THE A 1 American Ship
"AUREOLA,"
Ross, Master, will have early despatch as above.

For Freight, apply to
RUSSELL & Co.

tf 1837 Hongkong, 7th November, 1873.

FOR NEW YORK.

THE A 1 16 years British Ship
"TAMESA,"
having the greater portion of her Cargo engaged, will load at this and Whampoa for the above port, and will have quick despatch.

For Freight, apply to
OLYPHANT & Co.

tf 1776 Hongkong, 28th October, 1873.

FOR NEW YORK.

THE A 1 British Barque
"CARNARVONSHIRE,"
388 tons Register, Williams, Master, will load at Whampoa and Hongkong, and will have early despatch.

For Freight, apply to
RUSSELL & Co.

tf 1777 Hongkong, 28th October, 1873.

FOR NEW YORK.

THE A 1 German Barque
"JOHANN SMIDT,"
Captain Hagemann, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 1675 Hongkong, 10th October, 1873.

FOR SAN FRANCISCO

THE A 1 American Ship
"MELROSE,"
Captain Neill, having the greater portion of her Cargo engaged, will have immediate despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 1668 Hongkong, 8th October, 1873.

FOR MELBOURNE AND SYDNEY.

THE A 1 Clipper Ship
"RIFLEMAN,"
Thos. Bishop, Master, having the greater portion of her cargo and passengers engaged, will have immediate despatch for the above ports.

For Freight or Passage, apply to
ROZARIO & Co.

tf 1582 Hongkong, 25th September, 1873.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*TRAVANCORE*," Captain C. H. EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 27th November, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 26th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 13th November, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*CHINA*" will leave Hongkong for San Francisco, via Yokohama, on THURSDAY, the 27th instant, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*CHINA*" will be due at San Francisco January 1st, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Freight will be received on board until 4 P.M. on the 26th instant. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.

Hongkong, November 8th, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS AND PORT LOUIS.

ON THURSDAY, the 4th December, 1873, at noon, the Company's Steamship "*SINDH*," Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd December, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 20th November, 1873.

Post-Office Notifications.

A mail will close.

For Yokohama, Hiogo, Kobe, and Osaka.—Per *Madras*, to-day, the 27th inst., at 2.30 P.M.

For Shanghai and Yokohama.—Per *Tartar*, at 3.30 P.M. to-day, the 27th instant, instead of at the time previously notified.

For Shanghai, Hankow, Ningpo, Nagasaki, Chefoo, Taku, Tientsin, and Pekin.—Per *Delta*, to-day, the 27th inst., at 4 P.M.

For Amoy.—Per *Lap-Tek*, to-morrow, the 28th instant, at 4.30 P.M.

For Singapore, Penang, and Calcutta.—Per Indian Mail Packet *Legislator*, to-morrow, the 28th instant, at 4.30 P.M.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*TRAVANCORE*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 27th inst., at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 26th instant.

The Post-Office will be open until 6 P.M. on the 26th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 27th instant.

Letters may be posted until 10 A.M. on the 27th instant, without late fee.

Letters posted after 10 A.M. on the 27th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 27th instant.

Late letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 13th November, 1873.

MAILS BY THE "*UNITED STATES' PACKET.*"

The United States' Mail Packet "*CHINA*" will be dispatched on THURSDAY, the 27th instant, at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States' and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per *CHINA*, and that addressed to the United Kingdom must be superscribed "*via San Francisco.*"

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 19th November, 1873.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*SINDH*" will be dispatched on THURSDAY, the 4th December, at noon, with the Mails—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Australia and New Zealand, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 4th December, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 3rd December.

Letters for Registration will be received until 10 A.M. on the 4th December.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 21st November, 1873.

It is hereby notified for general information that henceforward the Postage on Letters addressed to Russia, when marked to be forwarded via Southampton, will be reduced to 40 cents per half-ounce.

F. W. MITCHELL,
Postmaster-General.

General Post Office,
Hongkong, 18th September, 1872.

It is hereby notified that henceforward the postage on letters addressed to Denmark, when forwarded via Southampton, will be 28 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland, which must be paid in advance, will be as follows, viz.:—

When forwarded viâ Brindisi............ } 34 cents each ½-ounce.
When forwarded viâ Marseilles.......... } 34 ,, ,,
When forwarded viâ Southampton......... } 28 ,, ,,

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—

On sums not exceeding £2..........18 cents.
Above £2 and not exceeding £5...36 ,,
Above £5 and not exceeding £7...54 ,,
Above £7 and not exceeding £10..72 ,,

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 15th July, 1870.

It is hereby notified for general information that, the Postage (which must be paid in advanced) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded viâ Brindisi.............. 42 cents each half-ounce.
When forwarded viâ Marseilles........ 36 cents each half-ounce.
When forwarded viâ Southampton...... 28 cents each half-ounce.

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 28th July, 1870.

It is hereby notified that a line of British Mail Contract Packets has been established between Aden and Zanzibar, which, with connecting lines, will afford a regular means of conveyance of correspondence from Hongkong for the foreign ports on the East African Coast, as well as for Natal and the Cape Colony, St. Helena and Ascension, and that henceforward the postage, *which must be paid in advance*, on letters addressed to Zanzibar, Mosambique, Delagoa Bay, Natal, the Cape of Good Hope, and Ascension, will be 20 cents for each half-ounce, newspapers 2 cents each.

F. W. MITCHELL,
Postmaster General.

General Post-Office,
Hongkong, 12th May, 1873.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters....................24 cents per half ounce.
For Newspapers.......... 8 ,, each.
For Books and Patterns..... not exceeding 1 ounce 4 cents.
,, ,, 2 ,, 6 ,,
,, ,, 4 ,, 12 ,,
every additional 4 ,, 12 ,,

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 20th December, 1871.

Printed and Published, for the Proprietor, by W. H. BELL, Wyndham Street, Hongkong.